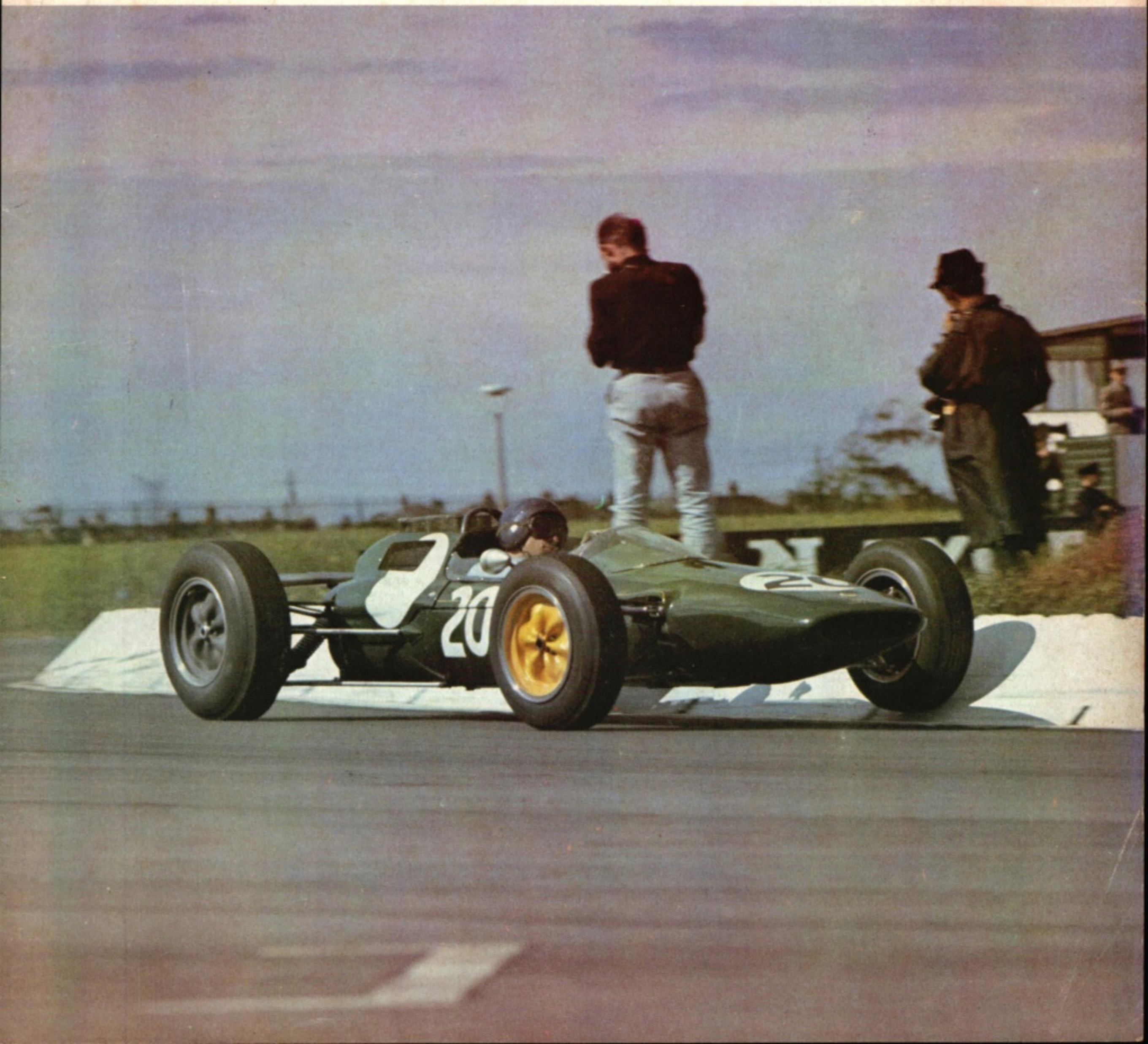


5 APRIL 1973 15p

SILVERSTONE 25th ANNIVERSARY - LE MANS TESTS

# AUTOSPORT

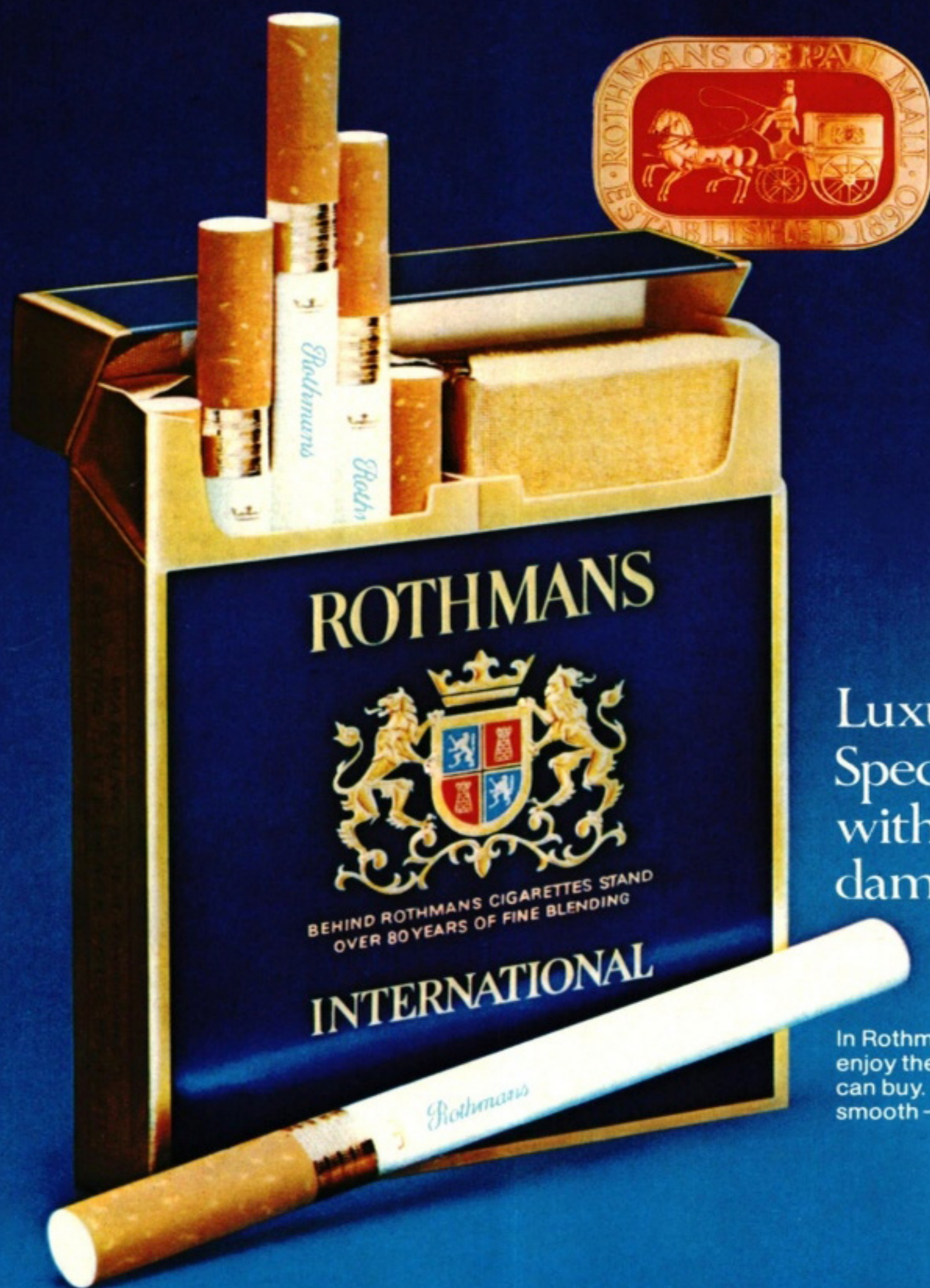
*Jim Clark: the legend examined five years on*





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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

5 April 1973 Volume 51 No 1

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Lola T330s, as modified at Mallory Park last Sunday by Guy Edwards (background) and Australian Colin Hyams.



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## EDITORIAL

### The silence ceases

There can be few organisations within the sport that have a worse image than the *Commission Sportive Internationale*. In a free and turbulent society in which he who speaks loudest receives the most attention, the CSI has come in for more than its fair share of criticism. This magazine has been among those critics, although with less vehemence than many because we have always recognised what an impossibly difficult task confronts the governing body. Trying to rule and keep the peace while all about them are warring is a tremendous task, and the comments about them being undemocratic and head-in-the sand must have stung.

Neither are the comments really accurate. The converse is more the case, for the CSI has, if anything, been too ready to listen to, and act for, the score of lobbies from every quarter of the globe. Their dismissal of secretary general Henri Treu earlier last year was a trifle mediaeval in style but they seem to have found an understanding and very able replacement in Claude le Guezec, the former Matra team chief. Last week, following the CSI meeting in Geneva, le Guezec took the trouble to phone various British magazines with the latest developments (see *Pit and Paddock*). Not, perhaps, in the overall spectrum of motor sport a very significant happening, but it must be seen as the beginning of a new trend. In the past the CSI have always suffered in silence other people's verbal assaults. Now it seems they want to be understood, to be loved more by the various factions whom they rule. With the highly respected Prince Metternich as president, and le Guezec sweeping the secretary general's cupboard clean, the CSI, despite its red tape and beaurocracy, is set to enter a significant new era.

### Outlook bright

The scheduled world debut of Ferrari's exciting new Formula 1 car is just one of 256 entries at this weekend's GKN/Daily Express International Trophy at Silverstone. Everyone concerned with the meeting has their fingers metaphorically crossed that the taciturn *Commendatore* will actually send the promised car, but whatever happens it should be a tremendous meeting. The small number of people who braved the Arctic-like cold for last year's meeting were warmed by the fabulous F1 race, won by Emerson Fittipaldi after a dominant Mike Hailwood had his Surtees overheat. With a first class entry this year and the generally increased interest in the sport, all roads will lead to Silverstone this weekend.

#### our cover picture

Eleven years ago Formula 1 cars looked like this—Jim Clark winning the British Grand Prix at Aintree with his Lotus 25. The life and times of Clark, who died five years ago this weekend, are re-examined in this issue (pages 28-30).

Photo : Geoff Goddard



# Pit and Paddock

## CSI Geneva meeting: yellow flag ruling, 1974 calendar

The CSI, meeting in Geneva last week, decided the major 1974 dates, came out with new yellow flag regulations and postponed the final decision over the future of the manufacturers' championship until its October meeting in Paris. Details of the decision were given last week by Claude le Guezec, the CSI's recently appointed secretary general. Press relations has never been the CSI's strongest aspect, and the new trend must be seen as a genuine effort on the part of the much-maligned governing body to improve its image and relations.

Further details of the decisions are as follows:

### GREEN FOR GO

In case of an accident a yellow flag will be waved just before the spot (say, point B). Motionless yellow flags will be held at the marshals' posts before (A) and after (C), and there will be no passing in this controlled zone. The finish of this zone will be indicated by a green flag at point D, after which competitors will be free to continue the race. The marshals' posts will be placed within 500 metres of each other, or within sight of each other.

### THE DATES

In the lists of provisional 1974 championship dates there is to be no Brazilian Grand Prix. Le Guezec explained, "We have too many races in the championship, and as the Brazilians didn't apply for a date we did not give them one."

The French Grand Prix is scheduled for either Castellet or Dijon. For the 1974 event to be held at the latter it would require a non-championship event to be run there this year, and the CSI and Dijon promoters are meet-

ing to decide this weekend. The Monaco date, moved back to its traditional date, is also provisional as it has to be approved by the local police.

There has been a sensational cut in the European F2 Championship qualifying dates, from the original 22 this year to 12 in 1974. In the manufacturers' sports car series the BOAC 1000 is back in the calendar, in September, and the Targa Florio has been dropped—"at the request of the manufacturers." Apparently if the constructors had wanted the event then the Targa would have been included.

The major dates are as follows:

**Formula 1 World Championship:** January 27, Argentina; March 12, South Africa; April 28, Spain (Jarama); May 12, Monaco; May 26, Belgium; June 9, Holland; June 23, Sweden; July 7, France (Castellet or Dijon); July 21, Britain (Brands Hatch); August 3, Germany; August 18, Austria; September 8, Italy; September 22, Canada; October 6, USA.

**Manufacturers' Championship:** February 4, Daytona; April 7, Atlanta; April 25, Monza; May 5, Spa-Francorchamps; May 19, Nürburgring; June 15-16, Le Mans; June 30, Österreichring; July 27, Watkins Glen; September 29, Brands Hatch; October 20, Buenos Aires.

**European F2 Championship:** March 10, Mallory Park; April 6-7, Hockenheim; April 15, Thruxton; May 5, Pau or Albi; May 12, Barcelona; June 2, Österreichring; June 30, Rouen; July 28, Mantorp Park; August 11, Zolder; August 25, Italy\*; September 22, Germany\*; October 6, Italy\*.

\*Circuits to be decided.

### SILHOUETTE—NOT YET

The CSI debate the question of the long-term future of the manufacturers' championship. There has been a strong move by several manufacturers, notably BMW and Ford of Germany, to have the current 3-litre formula replaced by a form of anything-goes saloon car racing, popularly known as "silhouette" racing. No decision was taken in Geneva

and its future will be decided at Paris.

If it is decided to follow the silhouette idea, the new regulations would come into effect in January 1976. If there are only modifications to the existing regulations, these would come into effect in January 1975.

### FREE FORMULA 2

From January 1, 1976, the basis for the engines in Formula 2 will be completely free. But a top capacity limit of 2 litres and a maximum number of six cylinders is to be effected.

● The governing body will allow races to take place at Brno, Czechoslovakia, but they may not form part of any FIA championship. There was always a round in the European G2 Championship there until last year.

● All F1, F2, Group 5 and Group 7 cars will be recommended to incorporate fire extinguishers in the cockpit and engine compartments after 1974.

● Competitors who do not achieve a practice time within the scheduled 10 per cent of the fastest qualifiers because of unavoidable problems (customs delays, for instance) will be allowed in at the discretion of the clerk of the course and stewards. The decision is effective from this year.

● Because not all cars competing in manufacturers' championship events are equipped with the latest 50 mm diameter refuelling coupling, the CSI have authorised that until April 1974 revised numbers of mechanics can work on a specific car. If the car hasn't got the new coupling, four mechanics will be permitted. But if the car is equipped with the coupling they will be allowed five mechanics per car.

## Ensign rush for Silverstone

Mo Nunn was working flat out when we went to press this week to get the Ensign F1 car ready for Silverstone this weekend. He told us on Tuesday morning that providing he received the bodywork from Specialised Mouldings on Wednesday night then the car would definitely be at Silverstone for Rikki von Opel.

When the car does appear, apparently it will look very different from other F1 cars, with a fully enclosed body. Mo says that it bears no resemblance to the F3 car. The suspension is by courtesy of wishbones at the front and parallel links and radius arms at the rear. The car will have a single front mounted radiator. If it does appear at Silverstone it will be the first time that it turns a wheel and the first time von Opel will drive an F1 car.

Also keeping Nunn busy over last weekend was a move of the factory. His previous projected move fell through because of a clause in the lease which banned the motor industry from the premises, but last weekend Team Ensign moved to Queens Drive, Queens Industrial Estate, Chasetown, Staffs. Tel: Burnt Wood 5987. At the moment only the production side is based there as the machine shop for the F1 car is next door to the old premises and until the car is finished it will be kept at the old works.

## USAC race at Mosport

The USAC people were recently at Mosport Park and have decided to accept the offer of a championship trial event there on August 5. It will be the first time that USAC has been back at Mosport since Dan Gurney showed the way with his Eagle in 1968. The date conflicts with the Dallas F5000 round and is obviously an effort on the part of USAC to win back some of the drivers who have filtered over to the SCCA.

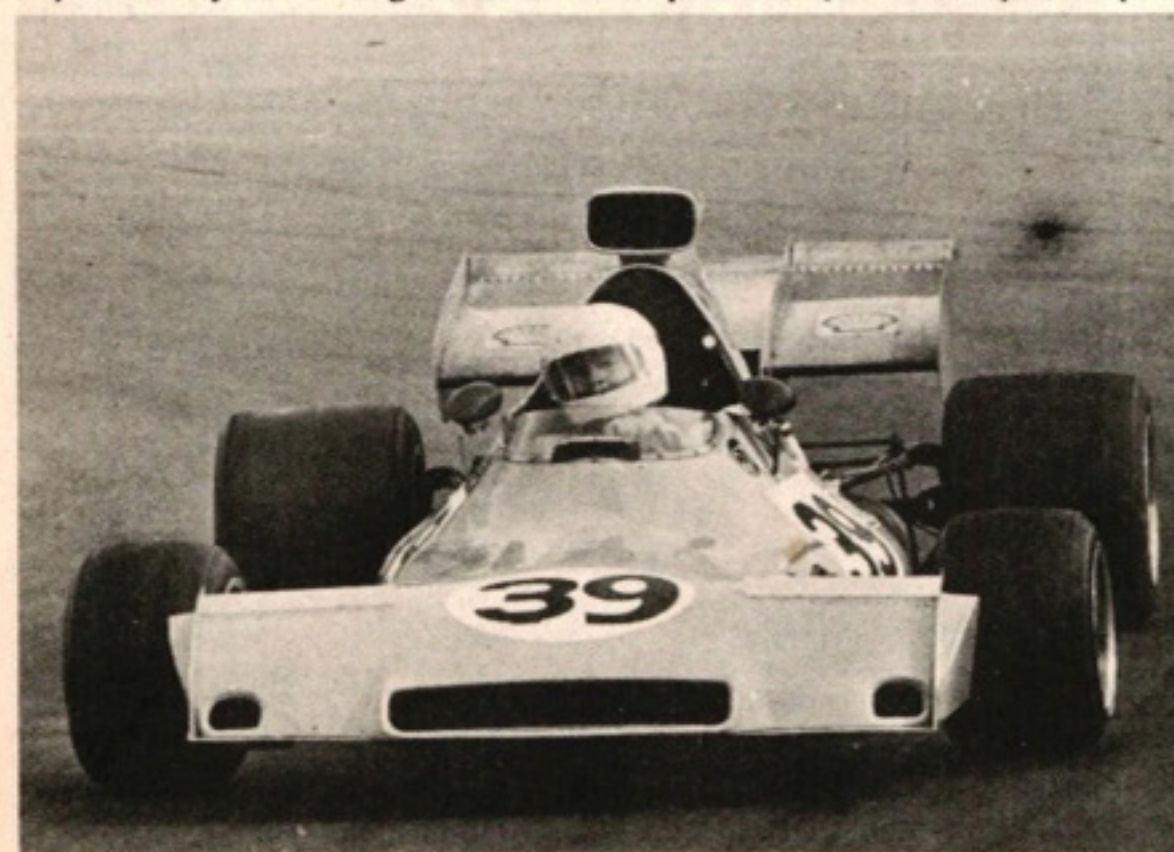
A complex of 28 garages is currently being built at Mosport. Each garage will have its own electrical and water supply and is 32 ft x 16 ft. The circuit owners are also having the dusty paddock area repaved and installing three fuel pump bars within the area. The improvements are scheduled for completion by the June 11 CanAm.

## Ladbroke's at Silverstone

Ladbroke's will again be accepting bets for the GKN/Daily Express Trophy. Before practice Jackie Stewart was favourite at 9-4 followed by Emerson Fittipaldi, 5-2; Denny Hulme and Jacky Ickx, 8-1; Mike Hailwood and Ronnie Peterson, 12-1; Peter Revson, 14-1; Peter Gethin, 16-1; Howden Ganley, Niki Lauda, Carlos Pace, Clay Regazzoni and Vern Schuppan, 20-1; George Follmer and Graham Hill, 25-1; Jack Oliver, 33-1; and Rikki von Opel, 50-1.

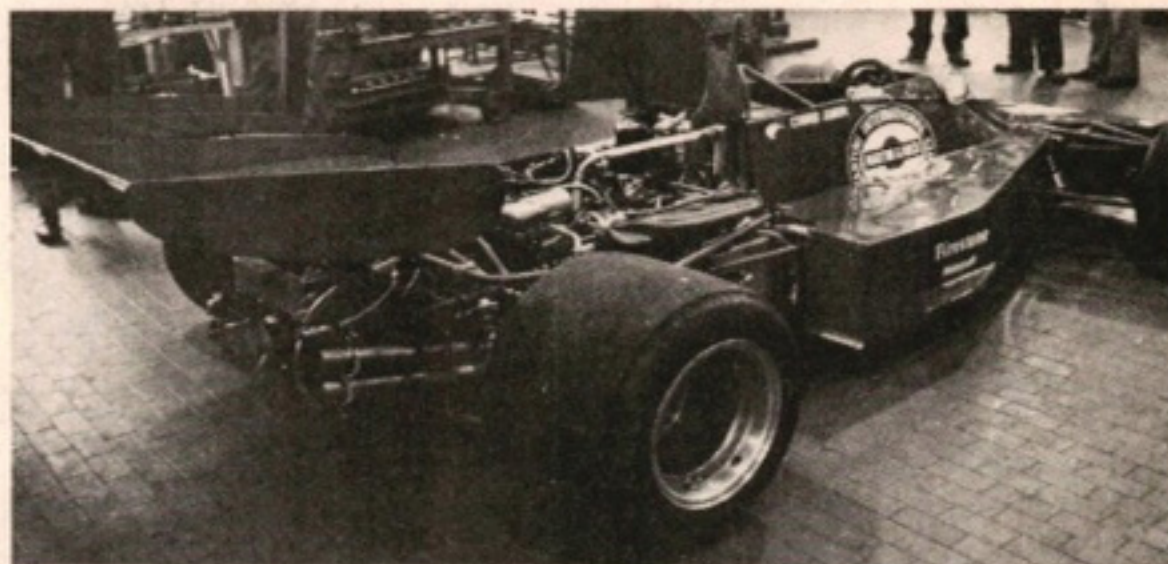
● Feature race at the Fordsport day at Brands Hatch on Whit Sunday will be a seven-lap scratch race for Ford Consuls driven by invited rally and racing drivers.

David Oxton gave the Begg F5000 its European debut on Sunday. Unfortunately the timing chain broke in practice after some quick laps.

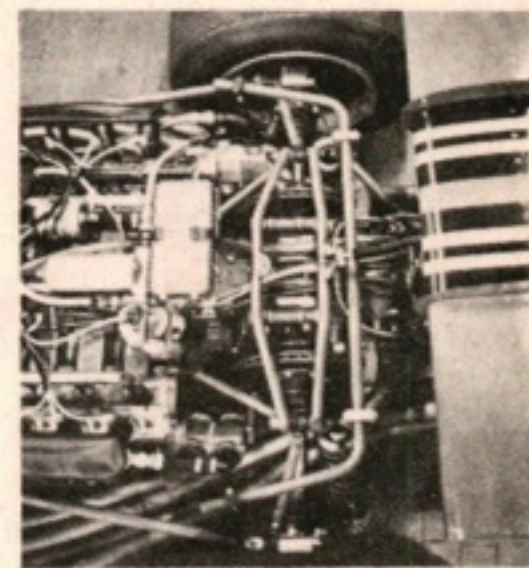
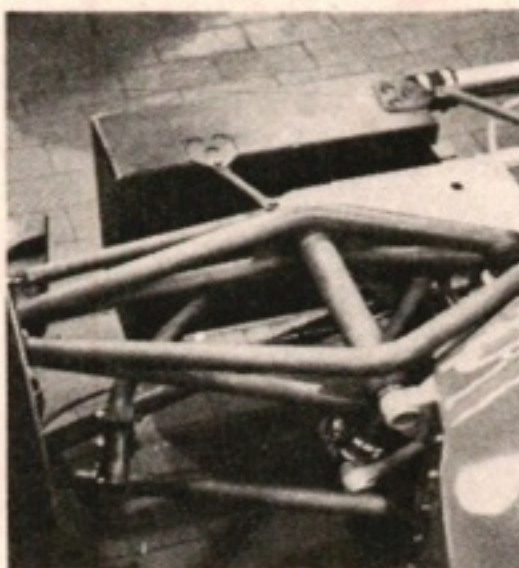




# First Tecno finished; McCall quits



Shock news from Italy last week was that Alan McCall had left Tecno after a personality clash with Luciano Pederzani. Meanwhile the chassis he designed was being tested by Chris Amon at Misano. The car has twin front radiators and inboard front dampers (below left). Rear suspension is by a lower wishbone at top link and radius arm (below right). Most of the testing was carried out in the wet but Amon was most impressed by the engine (reputed to be giving 475 bhp at 10,800 rpm). It remains to be seen if the car will be raced following McCall's departure.



## Jarama F2 cancelled

The F2 championship round at Jarama, which should have been held on May 13, has been cancelled. Motor Race Consultants received notification of the cancellation last Friday. The reason being the Spanish Automobile Club, RACE, could not raise enough money to meet the F2 financial scale and the organising club, who are not very big, were unable to finance it on their own. The cancellation brings the number of basic events in the championship down to ten.

## Trimmer's F5000 M18

Tony Trimmer will be running in future Rothmans Formula 5000 Championship rounds with the Kent Messenger McLaren M18 which he will rebuild himself and hopes to have ready in time for the Easter races at Snetterton and Brands Hatch. Tony Lanfranchi and Ray Calcutt are among the drivers to have raced this car previously.

Also at Easter, the VDS team should have both their cars running, the new Chevron B24 for Teddy Pilette and the team's updated McLaren for Chris Craft.

## Hunt's Goodwood prang

James Hunt had a very nasty accident at Goodwood last Friday while testing the Hesketh Racing F2 Surtees TS15. The team were trying out ways of improving the straight line speed in order to take maximum advantage of the long straights at Hockenheim and had removed the fences and skirt from the nose. After flattening out the rear wing Hunt went out to try it and on his first flying lap round Madgwick (the very quick corner after the pits) a strong crosswind got under the nose and the car just went straight off the road.

It went head on into the bank and then somersaulted into what

would have been a spectator enclosure and landed upside down. Luckily James was totally unhurt and team manager Bubbles Horsely was quick to point out that it was in no way Hunt's fault or anything wrong with the car, "just a freaky accident." The car itself was fairly badly damaged although James said that they were most impressed by the strength of it.

Both the Hesketh team and Surtees were working flat out to get a new car built up in time for Hockenheim this weekend. "Surtees couldn't have been more helpful," said Bubbles Horsely.

## Oulton Park club circuit revival?

To try to introduce much closer racing for the spectators at Oulton Park, there are tentative plans to run club meetings at the Cheshire circuit on the original 1½ mile club circuit, leaving the full 2½ mile circuit for internationals.

The Oulton club circuit follows the original track until Cascades where instead of bearing left, it gradually bears right before a sharper right after which it rejoins the original circuit half way up Clay Hill. Therefore the club circuit misses out Cascades, Island, Esso and Knickerbrook.

## B23 for Grob

Former KVG Elden Formula Ford driver Ian Grob will be driving a Chevron B23 in the European 2-litre sports car championship this year. The car will be entered by KVG Racing and prepared by Rondel Racing.

Tim Schenken tested the car at Silverstone last week and did a 1m 26.0s while Grob got down to 1m 26.4s. There is a possibility that he will do some long distance events, probably with one of the Rondel F2 drivers sharing the driving.

## Clubman's Cosworth

For the first time since 1970 a non-Holbay prepared engine took pole position in a Shell/Gregor Grant Clubman's championship race last Saturday at Oulton Park. Noel Stanbury's works-entered Gryphon was fitted with a new Cosworth engine developed by John Dunn of Swindon Racing Engines. Dunn, who was formerly with Falconer and Dunn in America, will be offering the engine for sale to clubman's com-

petitors this year. It is based on the Ford 1600 cc pushrod engine and is already giving similar power to the Holbay unit.

Stanbury was delighted with the engine's performance and will continue to evaluate it during the season. Unfortunately, he crashed just at the end of practice and was unable to start the race.

Swindon Racing Engines can be contacted at Swindon 31321.



# Pearson's NASCAR Grand National

The sixth round of NASCAR's Winston Cup Grand National series last Sunday saw Dave Pearson drive his Woods Brothers Mercury to a convincing two-lap victory over the smaller 351 cu in Ford of Bobby Isaac. The big stock cars performed under the gaze of ABC television cameras which were broadcasting the Atlanta event throughout the whole of North America in the first of a busy summer series entitled ABC Championship Auto Racing.

These live programmes come complete with one Jackie Stewart as a speciality commentator and are geared to cover the whole of the North American motor sports scene. Stewart's well-articulated impressions added much to what was an otherwise uninspired Atlanta broadcast. David Hobbs graced the screen during one of the many commercial intervals advertising for his F5000 sponsor, Haggard Slacks.

The race itself was upset by torrential rain and tornados which raged throughout qualifying, and kept practice down to 10 m worth of careful lappery on a still-damp track. The bumpy 1.5-mile track was inundated with strong, gusty winds on race day and most of the teams found themselves adjusting corner to corner weight distribution on their cars with each successive pit stop.

The race rapidly developed into a straight fight between Pearson's Mercury and the Junior Johnson-prepared Kar Kare Chevelle of NASCAR returnee Cale Yarborough. Watching the leaders from a distance was Richard Petty, but the king's Plymouth blew its engine in spectacular NASCAR fashion on the 142nd lap. His blue STP car immediately enveloped itself in a cloud of oil and tyre smoke as it careered along the guard rail. Buddy Baker, who was mere inches behind at the time, flung his Dodge round the Plymouth just before Petty catapulted off the guard rail and down the banking. Baker's car was clouted both front and rear during the shunt, forcing the big man to fall away from the leading duo and nurse his car home.

Throughout the next 100 laps Pearson and Yarborough toured around well clear of the field, playing a cat and mouse game with each other. Yarborough appeared to be working very hard in the boxy Chevelle, diving down low into the corners, puffs of smoke squirting from the front tyres before the car would slide high up the banking and on to one of the short straights. All the while Pearson and the slippery Mercury held station just ahead, or behind, Yarborough, occasionally re-passing the busy Chevelle almost at will.

Then, with 58 laps to go, Pearson pitted for fuel and off-side tyres, returning to the race in just 14.9 s. A lap later Yarborough was in for the same service, losing just over 1½ s to Pearson on the stop, but when Yarborough got back on to the circuit he trailed Pearson by 8 s. Seventeen laps later and Yarborough went into the pits once more, his Chevelle suffering overheating. From then on Pearson drove to an easy win as Yarborough continued at a drastically reduced pace, slipping ever further behind after two additional pit stops. Meanwhile Isaac and Benny Parsons passed into second and third positions, albeit two and three laps each behind the leader.

Final excitement belonged to Yarborough who quickened his pace over the final 15 laps in a do-or-die effort for a better finish. Sure enough, Yarborough just managed to nose ahead of Baker's damaged car on the run-in to the flag to salvage fourth.

Those other NASCAR aces, Bobby Allison, A. J. Foyt, Pete Hamilton and Mark Donohue, fell by the wayside well before the half-way mark of this \$110,000 500-miler.

## Tyrrell's new sponsor

Antiguan F3 driver Mike Tyrrell will be sponsored this year by property developers Marc Gregory Ltd. He will drive what is virtually a brand new Ensign, having demolished his old car against a bank at Snetterton last year.

Marc Gregory Ltd count recreation as an integral part of company policy with their own cricket and football teams and decided to expand their interest to motor racing which they feel projects their young go-ahead image.

This will be Tyrrell's second year of F3, having had his first European season last year. Although his inexperience showed at the start of the season by the end of the year he had improved vastly and this year's racing started well with a second fastest in practice and fourth in the race at Silverstone.

## Best ever F2 time

Roger Williamson posted the best F2 time round Snetterton last week with the Cosworth BDG powered GRD273. His quickest time round the circuit was a 1m 21.4 s which is well over 1 s quicker than any previous F2 times at the circuit.

## Myson back Roberts' GRD

Former FF driver Richard Roberts who has made a successful switch into F3 this year with a new GRD will be sponsored throughout the year by the Myson Group. Myson's first involvement with motor racing was last year when they sponsored an Escort Mexico for Mac Daghorn and Mike Hillman. Roberts will be entered under Myson Racing with GRD and the car will be prepared by GRD subsidiary Group Racing Services.

The Myson Group are a heating, ventilating and air conditioning combine based at Ongar in Essex and enjoy market leadership in the UK and a substantial share of the European market.

## Champagne anniversary

Cordon Rouge, the champagne company who sponsored Raymond Mays 50 years ago, are celebrating their anniversary by making presentations at JCB championship races.

Starting this weekend at Silverstone, the winner of the historic event will receive a Jeroboam of Cordon Rouge while each finisher in the event will receive a bottle of Cordon Rouge.

## Rondel Racing expands

Last Friday Rondel Racing opened up their new custom-built factory at Feltham, Middlesex. The impressive building contains room for race preparing at least six cars, a prototype shop, paint shop, machining room and so on.

Six Motul M1 F2 cars were being finished in time for Hockenheim this weekend, which will

be the race debut of the F2 cars. No one was allowed into the prototype shop but designer Ray Jessop said that now the F2 cars were finished, work was progressing well on the F1 car.

The address of the new factory is Mount Industrial Estate, Hampton Road West, Hanworth, Feltham, Middlesex. Tel: 01-898 5056.

Clinical conditions on the shop floor at Rondel Racing's impressive new Feltham factory.





Easter Monday 23<sup>RD</sup> Apr. 1973

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# Large F2 entry at Hockenheim

The first of the 10 basic rounds of this year's European F2 championship takes place this weekend at Hockenheim. Forty-six entries have been received for the race which is bound to be a slipstreaming thriller. The big question to be answered at this meeting is whether or not the BMW engines will be as superior as they were at Mallory on the fast course. Their big advantage at Mallory was the tremendous torque out of the slow corners allied to the way that the neat March cars stuck to the road. Being on home ground BMW will obviously want to win here more than anywhere. For this race there will be three works STP backed cars for Mallory winner Jean-Pierre Jarier, who has been smashing lap records all over the place in testing. Jean-Pierre Beltoise and Hans Stuck Junior. Stuck will be racing the car for the first time but he has driven F2 on a couple of occasions previously. Other March BMWs will be handled by the Brambilla brothers, Mike Beuttler, Colin Vandervell, Bill Gubelman, Jacques Coulon, Freddy Link and Peter Korder.

Jochen Mass had his first ever F2 race at Hockenheim last year and led briefly, this time, leading the works Matchbox Surtees team, he will be out for a sustained period up front in his TS15. Derek Bell has been brought in to the team to take Mike Hailwood's place while similar cars will be handled by Andrea de Adamich, James Hunt (providing the Hesketh team can build up a new car in time), Dave McConnell and Silvio Moser. A gentleman by the name of Shangry'La will be in a TS10.

The long awaited debut of the Motul F2 cars for Rondel Racing drivers Tim Schenken, Henri Pescarolo (both graded), Jody Scheckter, Bob Wollek and Jean-Pierre Jaussaud will be watched with interest. The car has been

extensively tested since its announcement last October and has been putting up some excellent times. Ron Denis hopes to have a good selection of engines for the team including two Cosworth BDGs, three FVDs, a 2-litre BDF, a 1930 cc BDF, and a 1930 FVC.

Roger Williamson has been testing a great deal for GRD in the past few weeks and times at Goodwood and Snetterton indicate that they have overcome their Mallory problems. He will have a BDG and FVD to choose from in the Wheatcroft car. Also in GRDs for the first time this year will be Reine Wisell, Steen Gunnarson, Tetsu Ikuzawa, Hiroshi Kazato, Brendan McInerney and Jo Vonlanthen.

Chevron will have two works B25s for the first time for Peter Gethin and Gerry Birrell while Dave Morgan will have his Ed Reeves' entered model. F2's most regular non-appearance, Georges Schaeffer, again threatens to come in his Chevron B18. There will be a strong Brabham works team, unfortunately minus John Watson, but including ungraded F1 men Carlos Reutemann and Wilson Fittipaldi who should feature well with the BT40s. John Wingfield will have his private car as seen at Mallory.

Pygmy will be making their first appearance of the year with two new cars for François Migault and Patrick Dal Bo. Also making their first appearance of the year will be the Alpine-built Elfs run by John Coombs for Patrick Depailler and Jean-Pierre Jabouille. Richard Scott will be taking his smart Scott hoping for better luck than at Mallory while the long awaited Kaimann-Opel for Austrian Helmut Koinnig should also be there. Rob Lamplough and Alfred Amwey will have Brabham BT38s and Roland Binder a BT36 while FF man Tom Straus will have a Lotus 69.

## Taylor's problem

When we closed for press, it was still undecided as to who was to drive Sid Taylor's Formula 5000 Trojan at Silverstone this weekend, while usual driver Jody Scheckter is racing an F2 Motul at Hockenheim.

Last Thursday Scheckter practised the car at Silverstone in preparation for the Mallory meeting and recorded 1 m 18.4 s. Following the Silverstone race, the Winston Delta Tyre-backed Trojan will be flown to America in preparation for the first L&M round at Riverside on April 29.

Meantime a back-up Trojan will be readied in time for testing before Easter, and this car may be raced on Good Friday at Snetterton by Scheckter. It has not been decided yet whether this second car will spend this year as a spare in America for Scheckter, or whether it will race in Britain in the Rothmans series for another driver.

## GRD winners

GRD had a diversity of wins last weekend around Europe and England. First of all Alan Jones won the Snetterton F3 race with the DART 373, Ken Macmaster the first round of the Castrol/BARC hillclimb championship in his ex-Ikuzawa 272, German distributor Jorg Obermoser won the 2-litre division of the Nürburgring Interserie race and Roland Salamon and Jo Vonlanthen finished first and second in 272 s at a Swiss championship race at Hockenheim.

● John Lyon's G1 Escort Sport which is sponsored by the Berlitz School of Languages, which stopped on the warming-up lap at Oulton Park for no apparent reason, was later found to have the fuel tank full of grass cuttings and mud which had mysteriously found their way in between practice and the race.



John Webb shows how not to go round Lodge Corner at Oulton Park. Last Saturday he rolled his G1 Moskovich there fortunately with no damage to himself.

## 2-litres at Ricard

The 2-litre sports car championship opens this weekend at Paul Ricard and promises to be better than ever. Works cars from Lola, Chevron, GRD, March and Abarth will be after the major honours while the championship will be as popular as ever with private entrants. In the Springbok series the March proved extremely quick although rather frail but this should have been sorted out by now and Toine Hezemans will be at the wheel of the works BMW-

powered machine. Guy Edwards will have the works Barclays Lola, John Miles the works DART GRD and John Burton the Red Rose Chevron. Abarth, the championship holder, will probably have two cars with Arturo Merzario leading the team. Other known entries are Jim Busby, Tony Birchenough, Jose Junca-della, Jorge de Bagaration, John Quick, Bill de Sellincourt, Trevor Twaites, Martin Raymond, Roger Heavens, Pete Smith and Bob Howlings.



# ALL YOUR WEEKEND SPORT

## OULTON PARK

Tremendous saloon car entry—battle of giants in big capacity special saloon race—exciting mod sports entry

What has prospects of being one of the best special saloon car races of the season, takes place at Oulton Park this Saturday. It's the over 1 litre classes in the Esso Uniflo special saloon championship and the line-up is tremendous: Mick Hill (Boss Capri), Brian Cutting (Escort V8), Robin Gray (3.0 Escort), Tony Hazelwood (4.3 Daf-Rover), Tony Strawson (Ford Falcon), Chris Meek, Tony Sugden, Stuart Turner (2 litre Escorts) and Tony Strawson (Ford Falcon), with the quick Minis of John Chappel and Bob Fox heading the 1300 cc class.

Main race on the programme is another Castrol production saloon qualifier and those who saw the action in last Saturday's race at the same circuit will not want to miss this race, over 15 laps. Roger Bell will be back to try to score the win he lost on the last lap of last Saturday's race in the 3 litre Rothmans BMW. Back also will be last week's winner Gordon Spice's Wisharts Capri, more Capris driven by Cutting, Tony Shaw and Crabtree, the Shell-

sport Luxembourg BMW 3 litre, and the two 2-litre Alfas for Clark and Handley. But not racing last Saturday and entered for this Saturday's race are two Chevrolet Camaros which could well be the cars to beat, especially Richard Lloyd's Z28 model. As usual the other classes are full of Firenzias, Mexicos, Escort Sports, Moskvich and Minis, so plenty of action is assured.



Roger Bell—racing G1 BMW at Oulton this Saturday.

Opening the saloon car excitement at this well-supported six race meeting is the up to 1 litre classes in the Esso Uniflo special saloon championship, and again there's a massive entry. It's difficult to pick out a winner, but watch out for the Minis of Graham Lloyd, Peter Baldwin and Ray Edge against the Imps of Ray Payne, Bob Leckie and Norman Dickson.

Yet another packed race is the second round in the Blue Circle mod sports championship where a battle between big 'uns and the little 'uns seems on the cards. From the bigger class, there's Harry Phillips' 7 litre Corvette Stingray, Brian Hough's TVR Tuscan and five E-types while from the 2 litre division there's lots of opposition to the big 'uns from John Evans and Jon Fletcher in Elans, Ian Hall's Mini Jem with the 1150 class containing Roger Cowdry's Ginetta, Bob Jarvis' Davrian and Andrew Talbot's Spitfire, amongst many others.

There's single seater racing too, with a round in the BARC Formula Ford Championship having an oversubscribed entry. Favourites must be Peter Harrington, Ted Wentz, Roger Manning, Dennis Shattuck, Roy Klomfass and Rob Wicken, but there's plenty more to choose from. Opening the programme will be a Formula Vee Championship round in which the Cannon Vees of Bruce Venn and Jeremy Hampshire are favourites.

Organised by the BARC's North Western centre, this is the third successive Saturday Oulton meeting and has prospects of being the best one so far. All six races count for assorted national championships and are well-supported with all the leading drivers and cars each race can offer. The action starts at 2pm.

## CADWELL PARK

Marshall in special saloons—750 and Monoposto Championship rounds

The first meeting of the year on Cadwell Park's fabulous 2.25 mile circuit takes place this Sunday, supported by Esso Uniflo. Over 120 entries are included in the meeting which has 750, monoposto, F4, FF, special saloons, production saloons and *formule libre* on the programme.

Gerry Marshall's Blydenstein Firenza makes an appearance in the special saloon race, as does Dave Millington's Firenza, Tony Sugden's Escort and Bernard Bird's Mini. The 750 and monoposto races are championship rounds with last year's champions Mike Street (750) and Trevor Scarratt (Monoposto) back in action in their respective formulae.

First race starts at 2 pm and Cadwell is situated 8 miles north-east of Horncastle on the A153 from Horncastle.

## Club racing at Croft and Brands Hatch

A round in the Wendy Wools special saloon championship is the main attraction in the NSCC's meeting at Croft on Sunday. There are other assorted races on the programme including clubmen's, mod sports, production saloons, FF, *formule libre* and an interesting innovation is a 12 lap handicap eliminator race for special saloons. First race starts at 2.45 pm.

At the other end of the country, Brands Hatch, the MGCC are holding a well-supported clubmen's meeting where in addition to races for all sorts of MGs, there are rounds in the locally-based Townsend Thoresen FF and Kent Messenger 1 litre saloon championships. First race starts at 2.30 pm.

## Star-studded Silverstone

Stewart, Fittipaldi, Ickx, Hulme, Regazzoni, Peterson, Revson—just some of the fabulous Formula 1 entries gathered for this weekend's GKN-Daily Express Silver Jubilee International Trophy. The big race is on Sunday, with practice over Friday and Saturday.

Best possible entries have been attracted for the International supporting races for Formula 3, Group 2 saloon, historic and Formula Ford.

Three days of exciting motor sport starts tomorrow (Friday). See our full preview on pages 32 and 33.

## BP Man of meeting



BP Man of Meeting at Oulton Park last Saturday went to 1 litre clubmen's winner Martin White. White also broke the class record.

● A special section in next week's AUTOSPORT will be devoted to buying a road-going sports car. In recognition of this our Advertising Department are making a special offer to readers who want to advertise their car for sale.

Provided they are private individuals (not motor dealers or companies) they can give the type of their car, its basic details, its price and their phone number for the incredibly low price of just £1.

For further details, see the form on page 61.

## CATCHPOLE

By Barry Foley





Almost every weekend of the year someone somewhere is competing. Around a track. Or up a hill. Or against a clock. And even more people spend their weekends watching them do it.

One thing they'll be seeing a lot of is Castrol. This year we're sponsoring eight national championships. They include Group 1, Hillclimbs, Autocross, Autotests, Dragging and a whole country-full of rallies.

Then there's Team Castrol, the largest team in Britain. It's been so

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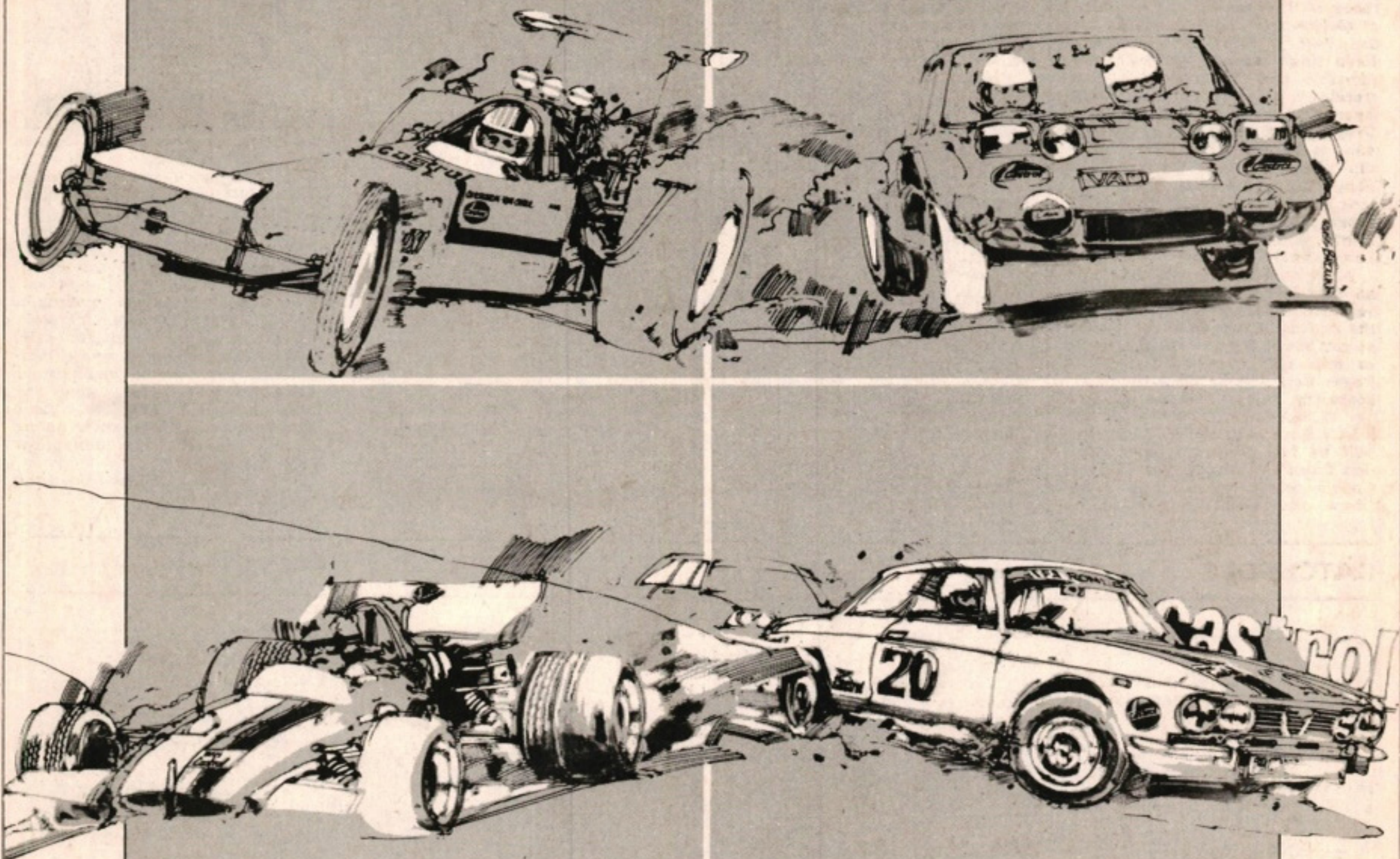
Still, whatever we put in, it's up to you how much you get out. Everything we support needs your support too. Really we're talking to all those people who follow motor sport. Because we want to see more of you. And so do the clubs. It's vital if you don't want to have only quiet weekends to look forward to.

So do like we do.  
Get in at the heart of things.

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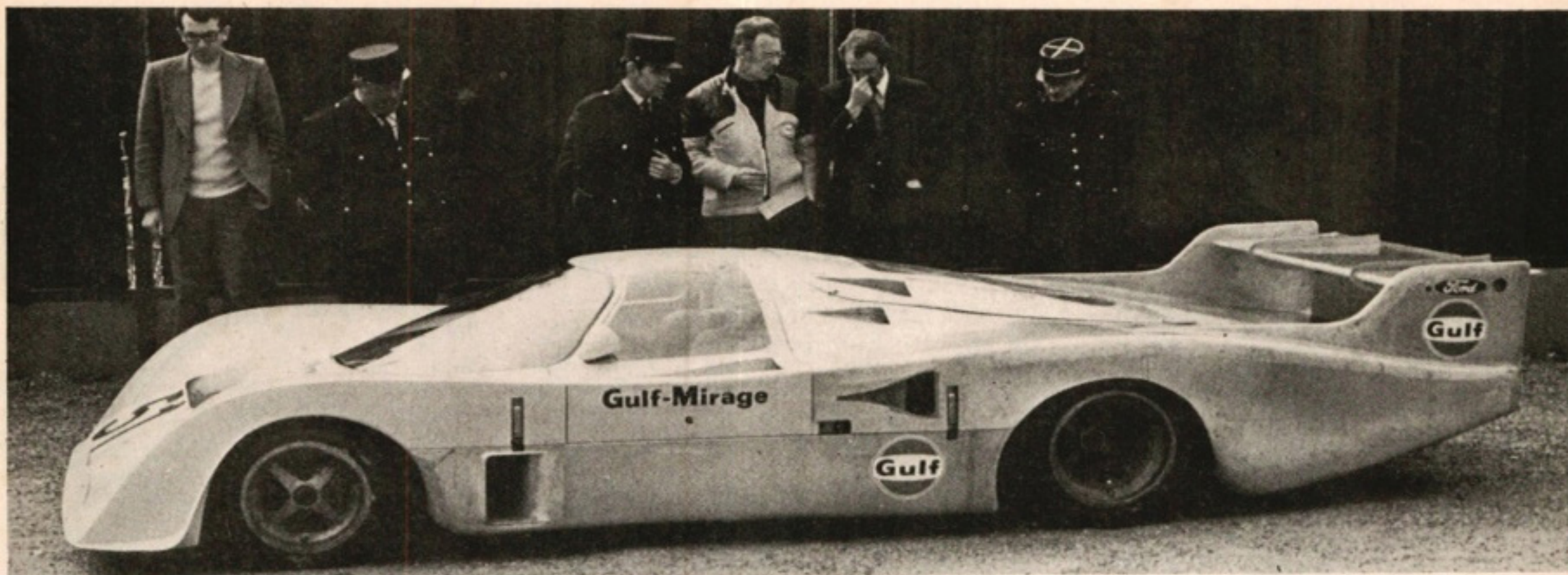


**Weekends would be a lot quieter  
without us.**



More British motorists choose Castrol than any other oil.





LE MANS TEST DAYS

# Matra make it look easy



The dramatic-looking long-tail Gulf-Mirage which was tested (top). Quickest by far was the Matra-Simca 670 of Jean-Pierre Beltoise (above). Guy Ligier had to run his Maserati-engined JS2, complete with road registration, in the Group 5 class (below). What, we wonder, is Derek Bell explaining to Gijs van Lennep (right). Matra tried fabricated bodywork (opposite).





The Le Mans test days were instituted to avoid accidents caused by aerodynamic instability. So often, cars that performed admirably on other circuits have shown dangerous characteristics on the Mulsanne straight. An opportunity to try the cars here in March leaves plenty of time for body modifications before June, and you can't go as fast anywhere else.

On this occasion, the response was rather meagre and entries were further reduced by strikes preventing Ferrari from attending. The only real interest was provided by a new streamlined Gulf-Mirage coupé. This is a very beautiful car designed by Len Bailey and though the lower chassis is the existing Mirage No 3, so much of it is new that the machine arrived untried, with its mechanics bleary-eyed from burning the midnight oil. It has, however, been wind-tunnel tested and proves to have a drag coefficient of 0.30, which is better than that of the long-tailed Porsche 917 of 1971.

It should reach 220 mph on the Mulsanne straight, but the wind tunnel reveals effective front and rear downthrust, so stability is likely to be satisfactory. There is a long tail with a large transparent section and a similar wing is carried above it to that on the open Gulf-Mirage. There are three air-intakes let into the top of the tail which, in effect, forms an air box around the injector trumpets. The coupé has the Weslake 12-cylinder engine and at present it is fitted with a Hewland gearbox, though the new big ZF will be ready for Le Mans. All the brakes are outboard and the rubber doughnut couplings are still used on the driveshafts.

It was possible to examine the 3-litre Ford Capri, with its engine built at Harry Weslake's German subsidiary. The V6 has downstream fuel injection and an air duct is very neatly built into the top of the bonnet to use the existing front grille. The radiator is arranged to take its air from lower down and is of extra large size for Le Mans. It is amusing that, to comply with the regulations, strips of plastic replace the semi-elliptic springs. The rear axle has a full four-arm linkage and coil springs—"auxiliary" springs are allowed!

I also examined Guy Ligier's coupé, which has the engine and transmission of the Citroën SM, "the other way round." Instead of front drive, the mid-engine drives the rear wheels. This is an attractive and well-proportioned car, with Lucas fuel injection, now of a full 3-litres capacity for the V6.

Saturday, the first test day, dawned wet, but though the sky at first looked threatening the afternoon was beautiful. Nobody motored at all to begin with and then Jean-Pierre Beltoise went out with the Matra 670. He had alternative tails to try but was using a long one with two vertical fins as well as the usual wing and virtually no front spoiler. He treated us to some beautifully-controlled

slides on the drying surface and the exhaust note of the high-revving V12 was, as always, incomparable. Soon, Jean-Pierre was going very fast indeed, putting up the fastest lap ever turned on the lengthened circuit with the chicane in 3 m 38.4 s. Then, the car stopped out on the circuit and had to be towed in ignominiously, though the trouble was claimed not to be serious.

The new Gulf-Mirage coupé, driven by Derek Bell, was suffering from some weird and obscure fuel feed trouble which defied the best efforts of the pit crew. The open car, driven by Howden Ganley, was eventually lapping in 3 m 48.1 s. This car is Mirage No 1, with 11,000 racing miles behind it, and has the Cosworth engine. It is a pity that Guy Ligier has to run with these Group 5 cars, for he was one of the few of any group that were genuinely taxed for the road and his time would have beaten anything except the works Porsche Carreras in the GT class, as would that of Robinson's Chevron B23, incidentally.

The Porsches were going extremely well, Van Lennep lapping in a very impressive 4 m 12.3 s, faster than the Ferrari 365 GTB/4s and the 7-litre Chevrolet Corvettes, too. Of the Group 2 cars, the Ford Capris were going very satisfactorily though, most unexpectedly, the BMWs did not turn up so we were denied a comparison.

Sunday dawned cold and became steadily colder. Yet more all-night work had brought the Gulf-Mirage coupé to the circuit again—apparently they had to try about six petrol pumps before they got one that would perform properly, perhaps due to a machining error, but this is mere surmise. The car needed a slave battery and jumper leads to start, but the 12-cylinders sounded fine as it left the pits. Alas! Derek Bell only got as far as Arnage when an electricity strike brought him to a halt, which wasted half the practice period. Once in action, he put in quite a few laps, calling into the pits occasionally to have bulging panels strengthened with sticky tape and other such technicalities. The machine was too new to record a representative time, but it went sufficiently fast to show that it certainly has the makings.

Meantime, Howden Ganley was going very fast in the open Gulf-Mirage and was getting within about 3 s of the Matra when JPB took over from co-driver Larousse, and showed that his 140 mph lap had been no fluke by knocking off another couple of seconds. After many laps by both drivers, the Matra came to an expensive halt, possibly with a stripped timing pinion. The indefatigable Ligier at last had to stop because his light-alloy wheels were breaking up.

At the conclusion of practice, the Matra was faster with a time of 3 m 36.3 s (227.018 kph), followed by the open and closed Mirages with 3 m 40.7 s and 3 m 56.5 s. Next came the incredible Porsche Carreras, the fastest in 4 m 9.6 s, the Ligier JS2 in 4 m 15.6 s, the 7-litre Chevrolet Corvette of Greder Racing in 4 m 16.7 s, and the Promoto-entered Chevron B23 in 4 m 17.7 s. Lists of drivers were not available and it was difficult to find who was driving when the best performances were achieved. Indeed, one had to do most of one's own research, the press service being almost non-existent.

In growing so big, Le Mans has lost all its old atmosphere and is now just a huge money-making complex—a sort of super-slum. The drivers hate it too, for obvious reasons, but nobody can afford to ignore *Les Vingt Quatre Heures*. As John Wyer said to me, "We must be mad to come here; any two doctors would certify us!"

JOHN BOLSTER

## LE MANS 4-HR

# Muller and van Lennep for Porsche

For no better reason than to justify opening the circuit for a weekend of testing the Le Mans organisers run a 4-hour event on Sunday afternoon. With such indifferent motivation there aren't many cars attracted (although quite a few spectators turn up to watch) and this year's entry was a typical catchall.

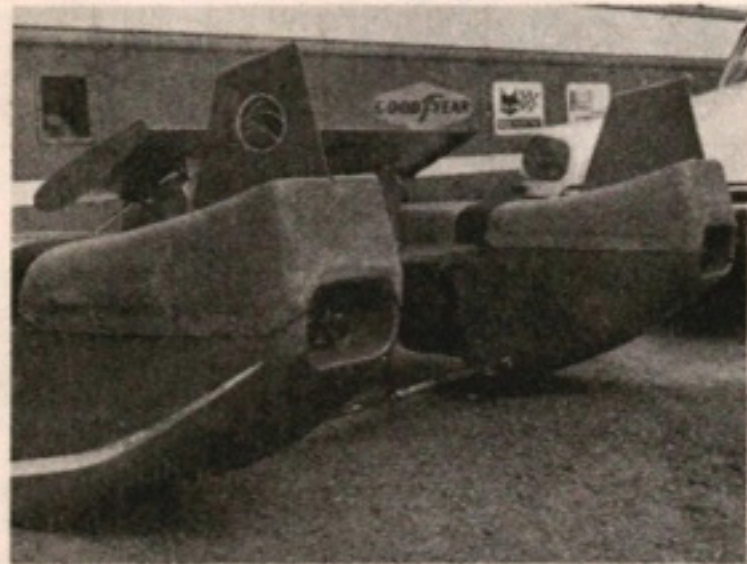
Fastest of the 25 starters, although this didn't come out until the actual race, was the T292 Lola of Gerard Larousse/Hervé Bayard; following engine troubles in practice they started from near the back but quickly took the lead and established the race's fastest lap. It was all in vain, however, for already the engine was overheating from a faulty head gasket, and after several pit stops to add water and the onset of clutch slip as well the car was retired. That left the way entirely clear for the victorious run of a Martini 3-litre Porsche 911 Carrera driven briskly by Gijls van Lennep/Herbert Muller, who started from pole and were never overtaken except by the Lola, and once briefly on the Mulsanne straight by a 427 Corvette.

The Corvette belonged to Henri Greder/Marie-Claude Beaumont, and for the first stage of the race it participated in quite a keen dice for a runner-up position with a wide variety of other cars, but finally scattered bits of Chevrolet all over the pits straight when the lady was at the wheel.

The variety of other cars included a works Ford Capri driven brilliantly by Gerry Birrell/Hans Heyer, who finally stopped with an apparent broken piston, an ageing 910 Porsche fitted with 2.4-litre engine which came in second overall, a pair of Ferrari Daytonas which finally finished third and fifth, a second "works" Carrera which ended up in fourth place, and a Chevron B21 which at the finish was seventh. The sixth place car was a JCB Daytona driven by Willi Green/Neil Corner (a plan to attack Graham Hill fell through) who were using a non-racing engine some 50 bhp down on the other Ferraris, and who had won through a frantically last-minute clutch replacement which prevented them joining the field on the pace lap. A non-starter, who ought to have shared the front row with van Lennep, was the Ligier of Guy Ligier/Jean-Pierre Jarier which disappeared when a wheel fell off in practice.

Before retiring Larousse had set up fastest lap at 4 m 7.4 s, an improvement of some 15 seconds on his morning practice time. It was evidence of a fine, fast drive which had the surprisingly large French crowd supporting him enthusiastically. Despite the chill wind under dull skies they all stayed on to the prolonged end, and were polite enough to give Muller a warm reception as he brought the winning Porsche into a champagne bath at the finish line. Winter must be over in Europe, the racing summer is here.

PETE LYONS



Matra-Simca .....	Beltoise .....	3:36.3, 227,018 kph
Gulf Mirage Ford .....	Ganley .....	3:40.7, 222,492 kph
Gulf Mirage Ford .....	Bell .....	3:56.5, 207,627 kph
Porsche Carrera .....	Muller .....	4:09.6, 196,730 kph
Porsche Carrera .....	Van Lennep .....	4:12.7, 194,317 kph
Ligier J.5.2 .....	Ligier .....	4:15.6, 192,302 kph
Chevrolet-Corvette .....	Greder .....	4:16.7, 191,289 kph
Chevron B.23 .....	Juncadella .....	4:17.7, 190,547 kph
Ford Capri 2600 RS .....	Birrell .....	4:19.3, 189,371 kph
Chevron B.23 .....	Robinson .....	4:19.7, 189,079 kph
Ferrari 365 GTB.4 .....	Andruet .....	4:20.0, 188,861 kph
Ferrari 365 GTB.4 .....	Migault .....	4:21.1, 188,005 kph
Porsche 910 .....	Touroul .....	4:21.3, 187,921 kph
Lola T.292 .....	Larousse .....	4:23.0, 186,707 kph

### Le Mans Four Hours

1. Herbert Muller/Gijls van Lennep (3.0 Porsche Carrera RS), 772.629 kms, 193.157 kph.
2. Raymond Touroul/Jean-Pierre Rouget (2.4 Porsche 910), 754.116 kms, 188.529 kph.
3. Jean-Claude Andruet/Bob Wollek (4.4 Ferrari 365GTB4), 753.185 kms, 188.296 kph.
4. Helmuth Koinigg/Marcel Schurti (3.0 Porsche Carrera RS), 753.015 kms, 188.253 kph.
5. Lucien Guiteny/Francois Migault (4.4 Ferrari 365GTB4), 742.735 kms, 185.683 kph.
6. Willie Green/Neil Corner (4.4 Ferrari 365GTB4), 725.241 kms, 181.310 kph.
7. Roger Dubos/"Christine" (1.8 Chevron B21), 703.695 kms, 175.923 kph; 8. Jean-Claude Aubriet/"Depnic" (7.0 Chevrolet-Corvette), 693.511 kms, 173.377 kph; 9. Jean-Claude Gaurio/Flaude Grandet (4.4 Ferrari 365GTB4), 693.142 kms, 173.285 kph; 10. Jean Seiz/Francois Vetsch (2.5 Porsche 911S), 678.445 kms, 169.611 kph.





The opening European GT championship race was Porsche-dominated. Here Steckonnig (Carrera) leads the field at the start, Fitzpatrick is on the left.

## NÜRBURGRING

# Porsche benefit in Interserie, GT

The Nürburgring reverberated to the sound of Interserie machinery last weekend as the first round of the series got under way. The series has generated more excitement than ever before, with the prospect of American teams competing in some races. Indeed there was much talk beforehand of how current CanAm champion George Follmer in the Rinzier Racing/Royal Cola Porsche 917/10 T would do against the Europeans. Alas, George had a thoroughly miserable weekend, as local Porsche exponent Willi Kauhsen completely dominated proceedings in practice and cleaned up the Swiss Francs in his new Porsche 917/10 T. He won both seven-lap heats comfortably, his winning margin over second placed Leo Kinnunen (Porsche 917/10 T) at the end being just under 2 m. Third in his two-year-old but reliable Porsche 908/3 was Reinhold Jöst, nearly 5 m behind Kinnunen. The grid was very thin despite the interest and a separate class for 2-litre machinery was added. Martin Raymond

(Chevron B21/23) put on an incredible display, lapping more quickly than the bulk of the big machinery before going off at Hattenbach on the penultimate lap of the second heat. The class was taken by European GRD agent Jorg Obermoser (GRD S73) after Trevor Twaites (Chevron B21/23) brushed the metal barrier and limped home with bent radius rods and tatty bodywork.

The meeting was also the opening round of the European Trophy for GT cars. Again held in two seven-lap heats, victory fell to Frenchman Claude Ballot-Lena from Claude Haldi, both in new Porsche Carrera RSRs. Both heats generated considerable excitement even though nothing more than new Carreras appeared. In the first heat current champion John Fitzpatrick retired with an over-revved motor and an incredible scrap developed between Gunter Steckonnig and Clemens Schickentanz in Carreras before the former lost it and Schickentanz, avoiding the spinning car, buzzed his engine over the limit

and retired further on. Victory then went to Ballot-Lena from Haldi. In heat 2, with a new engine built overnight, Fitz showed why he is GT champion, by coming through in Ringmeister style from the back of the field to win by 3 s from Ballot-Lena.

A huge Formula 3 field was also on the bill of fare. The French had a field day, Alain Serpaggi's works Alpine Renault just pipping Jean-Pierre Paoli's Martini Mk 14. Swedish interloper Gunnar Nordstrom took third ahead of Christian Ethuin and Jacques Laffitte in Martinis. All five were protested at the end for being underweight and no decision was given by the stewards late on Sunday night. Results are thus provisional and Russell Wood in his Chequered flag March 733, sixth overall after a fine drive, must await a decision within the next few days. Tony Brise looked like giving the French a run, but after an engine change his aerofoil broke on the first lap which dropped him way down.

## INTERSERIE

Not a very inspiring entry and an even less inspiring race, but it is early days yet. Hopefully, this state of affairs will improve. Heading the entry was defending champion, the Flying Finn Leo Kinnunen, in his last year's Motorsportclub Stuttgart/AAW-entered turbocharged Porsche 917/10. Willi Kauhsen from nearby Aachen, the local favourite, had a new car from Stuttgart, still supported by Bosch and promoting Uniroyal too. Completing the quick Ks was Helmut Kelleners, now equipped with Denny Hulme's McLaren M20 from last year. Sponsored by Weisberg Tools and entered by Axel Felder, the owner of this company, the car was particularly well turned out in its orange livery. Indeed the standard of preparation on the majority of cars was superb. Other new Porsches appeared for George Loos (Gelo Racing Team), a turbocharged version, and Ernst Kraus (Boeri Helmets), a straight 917/10 but with the latest developed bodywork. Finally, the German concern was represented from the States

by CanAm champ George Follmer in The Rinzier Motor Racing Inc/Royal Cola turbo. Reinhold Jöst brought his ex-Siffert 908/3 to do a Tony Dean although the bodywork is showing its age.

Siegfried Rieger arrived with an old, well-worn McLaren M8C; Austrian scrap merchant Stefan Sklenar had the ex-Kelleners March 717, and Bernd Becker was in a slow Porsche 910. The Belgian VDS team had a much modified McLaren M8F for Teddy Pilette and one Peter Gohr had grafted an old 2.7-litre 300 bhp V8 BRM engine into the back of his Chevron B8. The 2-litre division included Trevor Twaites, up from Vallenga with his Intertech Steering Wheels Chevron B21/23, Ian Harrower in the ex-Gray/Gaydon car, Tony Birchenough in his Dorset Food Products ex-Edwards Lola T290, and Martin Raymond in his B21/23. New GRD S73s appeared out of Jorg Obermoser's huge transporter for himself and sometime F5000 man Roland Heiler, while from Sweden Rolf Skoghag brought the ex-Crocker Lola T212 and FSV whizz kid Helmut Bross had a T290 backed by Minolta cameras.

Practice was split into two sessions; one on Friday and one on Saturday morning and the first heat in the afternoon with the remaining seven-lapper on Sunday. Follmer had not been to the 'Ring before and had spent some time in the week going round in a road car as a turbocharged Porsche is not the ideal vehicle to debut in. In two laps in the morning he spun twice at the South Curve and spent the rest of the time in the pits investigating the suspension as some new mods have been incorporated since last year. The tyres were not warming up either as the track was swept by a bitter Eifel breeze. Kinnunen had arrived late and the car remained in the paddock being set up. Kauhsen was smiling happily and he cruised round to take best time with 7 m 48.1 s, just 1½ s better than Kelleners. The latter, with English mechanics Ginger Giddins and Bob Frith looking after the M20, was running an 8.3-litre mill from McLaren's Detroit engine shop. The all-alloy units develop around 760 bhp against the 850-950 of the turbo Porsches. They also had problems with tyre temps with the latest Goodyears, 19in rear and 11in front, and



changed to Firestones for later practice and the race. Kraus was going steadily and recorded 8 m 0.2 s with his straight 5-litre mill to Follmer's 8 m 21.5 s. Most of these big lumps use the Weismann diff but Kauhsen didn't have one until Saturday.

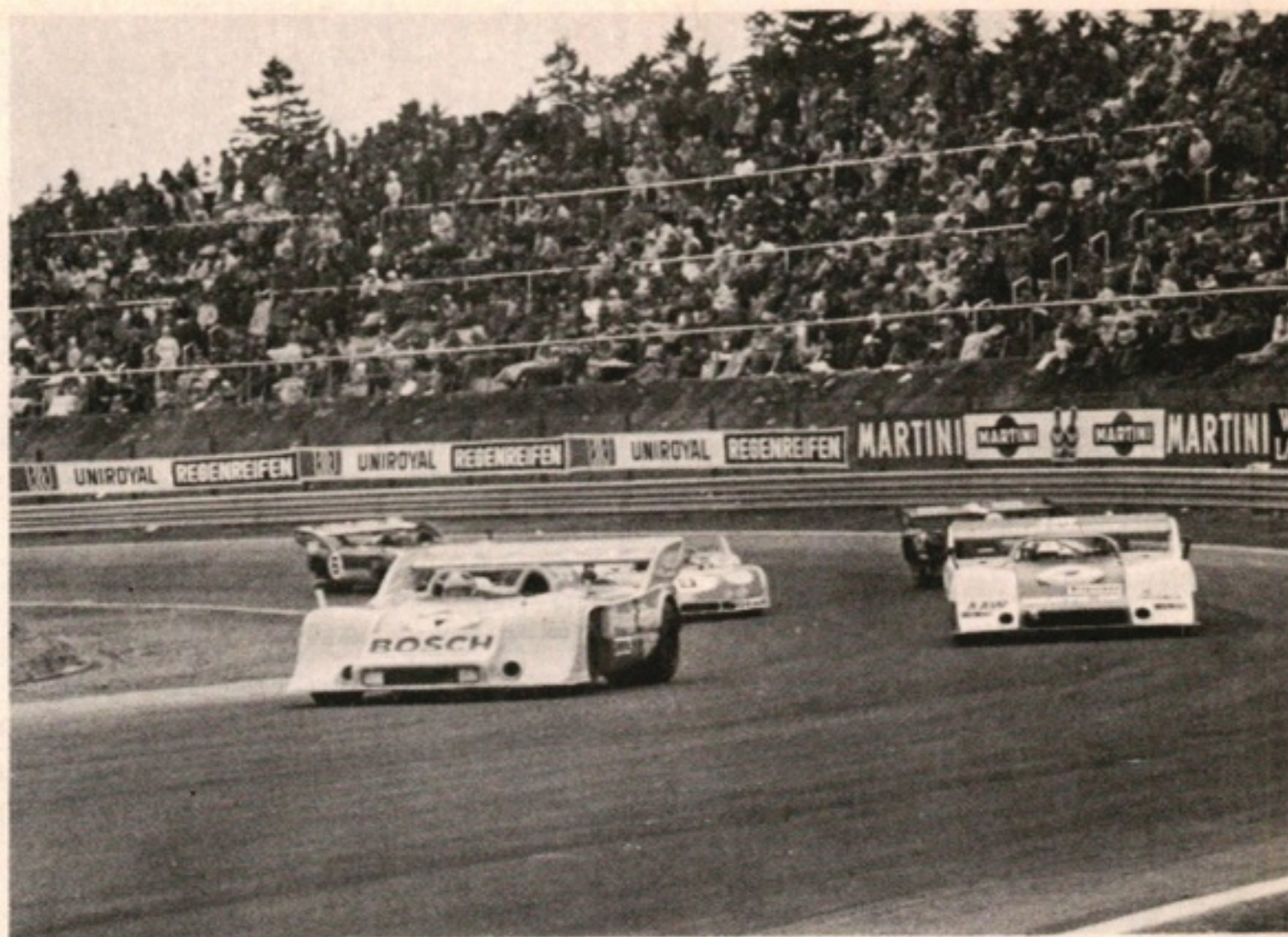
In the 2-litre class Martin Raymond was down to 8 m 15.4 s to Obermoser's 8 m 28.1 s. Times dropped in the afternoon, with Kauhsen 4 s below his lap record on 7 m 31.5 s, which was also 9 s better than Kelleners. Kraus was going well to record 7 m 51.5 s. Jöst, who had only managed two laps in the morning with brake and tyre problems, squirted his 360 bhp 908 round in 7 m 56.3 s using Firestone rubber (11in fronts and 17in rears). Pilette, another who had spent most of the earlier session in the pits, got down to 8 m 5.7 s with the aid of Firestone rubber. This once M8F has been considerably modified.

Outwardly the appearance is now more akin to the Porsches. Underneath, the Morand turbocharged 7½-litre motor is giving more power at lower revs—about 930 usable horses, 80 up on last year. There is now just one valve instead of two for the boost and the engine has been moved forward 3in to improve handling by centring the weight. The turbocharger has been moved forward and lower, new exhaust system fitted as have new drive shafts with doughnut couplings like the Porsches. The discs and calipers are drilled and bigger ducts utilised for cooling. The big problem, however, is the weight—1,000 kg against 750 kg of the Porsches. Kinnunen did a few laps getting down to 8 m 14.4 s but is not too keen on the 'Ring. Follmer missed the session while in the 2-litre division Raymond was still tops, now down to 8 m 4.9 s with Bross on 8 m 8.1 s. Follmer was the only one to improve on Saturday after his clutch was changed and he finally got down to 7 m 52.1 s to be fourth best overall, but still distinctly unhappy with the car and the problem of the 'Ring.

The rather thin grid lined up for the first heat at 4 pm with Kauhsen on pole. The two-two formation continued with Kelleners sharing the front row, Kraus, Follmer, Jöst, Raymond, Pilette, Bross, Kinnunen, Loos, Obermoser, Twaites, Skoghag, Ian Harrower and the rest. After a warm-up lap round the circuit the cars did two Indy pace laps and the race was on at 4.30 pm. Twenty cars made it away after the old McLaren of Rieger pulled in to the pits after the warm-up to retire. Pilette was also in trouble, getting away after the rest but catching up again. Kauhsen booted his Porsche into the South Curve ahead of Kelleners, followed by Follmer, Kraus and the rest. At the end of the first lap, the yellow Bosch car was way ahead with Kinnunen having caught up with Kelleners after his slow start. Another gap and Kraus was followed by Jöst, Pilette and incredibly Raymond. The rest, headed by Loos were already well spread and Follmer was into the pits. The wheels were changed and George continued albeit now way down the field.

On lap two Kauhsen was so far ahead that as he went into the North Curve the second placed McLaren was just negotiating the South, with Kinnunen still with him. Further down the field the cars were even more spread out but Raymond was still hanging on to Pilette. By lap three the Flying Finn had taken Kelleners but was some 40 s behind the leader, while Kraus and Jöst continued their feud, as did Raymond's 2-litre car and the Belgian. The next lap was the same and the race was becoming a bore. A minor scrap lower down the field saw Bross and Obermoser hanging on to Loos and Harrower must have felt a little uncomfortable as Follmer accompanied him round the South Curve and then blasted past on the exit. On lap five Kelleners and Kraus went missing, so Jöst was up to third some way behind Kinnunen 1 m down on Kauhsen. Kraus made a pit stop but Kelleners had punched a few holes in the crankcase when the engine blew after Brunchen.

The remainder of the race was processional, the only interest being whether or not Kauh-



Interserie is also a Porsche benefit, as Kauhsen leads Kinnunen and the rest.

sen could catch Follmer who was only 30 s in front due to his first lap pit stop. The German eased off a little though, coming in after seven laps 1 m 28 s ahead of Kinnunen. Jöst ran faultlessly over another minute behind with Pilette fourth and Raymond only 7 s behind him and 50 s up on Loos. Follmer continued to finish eighth. Bross took second in the little class after Obermoser pitted with fuel pickup trouble and Twaites was third, 10th overall, after his car nearly shook to pieces with the wheels out of balance.

The second heat on Sunday afternoon was delayed for an hour while everyone waited for the weather to make up its mind. Saturday had been dry and cold but the clouds threatened on Sunday with spots of rain now and then and a bitterly cold wind. A warm-up lap was given and after another delay the cars finally did their two Indy laps round the loop an hour and a half late although the schedule was already a half-hour behind. Most of the teams had chosen intermediate rubber with some on full wets and it was Kauhsen once again who led away and showed us his disappearing act. Kelleners' hard worked mechanics had spent all night installing a brand new spare engine from Detroit only for the head gasket to go on the warm-up lap. The suspension was also beginning to crack up so he was out. Follmer didn't make it either, having knocked Bross into the banking, to put him out (and make himself very unpopular), creasing the bodywork slightly and calling it a day to round off his miserable weekend.

Kauhsen led comfortably after the first lap with the remainder spread out in the order, Kinnunen, Kraus, Pilette, Jöst with Raymond trying his giant-killing act again and Skoghag with bits flying off the bodywork. Pilette dropped back on lap 3 and Twaites was emulating Raymond in harrying Loos. Kauhsen just sailed relentlessly on but Jöst pulled away from Raymond who was leading the 2-litre class by miles from Obermoser. The unlucky Raymond disappeared on lap 6 when he skated into the rails at Hatzenbach. The rain was only slight at the pits but around the circuit it was very greasy in places and caught out Twaites later on the straight, of all places, where the car just revolved. Kraus too had a spin. Kauhsen didn't put a foot wrong, and cruised in 28 s ahead of Kinnunen who was some 4 m in front of Jöst. Kauhsen made fastest lap again in this heat but didn't better his new record set on lap three of heat 1 in 7 m 31.4 s, 114.0 mph.

## GT CARS

The expectancy of lots of nice new exotic machinery this year came to nought at the 'Ring. Just one Pantera appeared for ex-Auto Delta GTAj pilot Luigi Colzani and entered by the Jolly Club. He managed 9 m 27.9 s in practice but was hardly competitive with the host of Porsches. The race was again an aggregate of two seven-lap heats, one on Saturday and one on Sunday.

New Porsche Carrera RSRs were the main new contenders, the field being filled out with 911Ss in 2.5- and 2-litre form, a few 914s. In the 1600 cc and 1300 cc classes there were a few Alfa GTAs, Alpines and, interestingly, one of the new Fiat Spider X1/9s. This was an immaculately turned out car for Filipinetti for Walter Dona with Mike Parkes on hand (also looking after a couple of F.3 Martinis). The car has a 128-type engine mounted transverse behind the driver and now developing 158 bhp. The strange situation arose where it only raced on the Sunday, homologation for the car being April 1! So it could not be classified.

Porsche are having a problem delivering the Carreras but the leading contenders from last year were all thus mounted. John Fitzpatrick was in the Kremer-built car, immaculately prepared in Cologne. Erwin had also prepared examples for Crowne Racing and Martin Birrane with Chris Craft and Keith Greene on hand, and Clemens Schickentanz. Both cars were only just completed. Claude Haldi, Gunter Steckonnig and Claude Ballot-Lena were similarly mounted in cars straight from Porsche. Paul Keller was having a ride in one of Kremer's last year's 911s and Swede Bengt Ekberg was standing down to let team mate Kurt Simonsen have a ride as they only have the one car at present, the same one used last year. Just two hour-long practice sessions were allowed on the Friday and it was Fitz, carrying on where he left off last year, who landed pole in 8 m 49.7 s. Fitz was out for a hat-trick of GT wins at the 'Ring, having won the two there last year. Close behind though was ex-Porsche engineer Steckonnig on 8 m 52.7 s, followed by Ballot-Lena, Schickentanz and Simonsen. Haldi was late arriving and qualified on Saturday morning starting from the back of the grid.

The new Carrera is knocking out around 310 bhp, features 917 drilled disc brakes and the use of more weight-saving glass fibre. The front and rear spoilers may look ugly



but they add about 5 mph on top speed. Most of the cars were injected though Birrane's was using a smaller 2.7-litre engine on Webers.

After the usual two laps behind the pace car the field started on time for the first heat on Saturday and it was Steckonnig and Schickentanz neck and neck in to the South Curve followed by Ballot-Lena. Then came Fitz and Simonsen, with Haldi already charging up from the back. At the end of the first lap it was the two Germans way out in front followed by Ballot-Lena about 15 s ahead of Haldi who had rocketed through the field. Fitz was missing and it transpired that after the warm-up lap he was having trouble getting third gear and at Bergwerk he snicked from second to first instead of third, whizzed the engine and was out with bent valves and other internal maladies. Steckonnig and Schickentanz pulled further ahead during the next few laps, swapping places round the circuit, into the South Curve on lap four Steckonnig somehow squeezed inside Schickentanz, waggled, went sideways, gathered it all up and carried on in the lead again. Ballot-Lena was plodding on some way behind with Haldi closing every lap, followed by Simonsen, Keller and the 2-litre 914/6 of Warner Christmann in a bunch. On lap 6 Ballot-Lena came by in the lead. Steckonnig, trying a little too hard, slammed the barriers rather hard at Hatzenbach and bounced back in front of Schickentanz. The latter, in trying to miss the spinning car, dropped a cog into first and bent his engine in similar fashion to Fitzpatrick. He limped round as far as the Karussel and stopped. Haldi, meanwhile, seemed to be closing on the leading Frenchman but couldn't get closer than 9 s at the flag. The next scrap had also spaced out with Simonsen taking third nearly 3 m further back, followed by Holger Zeller (Porsche 911S) and Christmann in the 914/6. Martin Birrane had been shunted up the rear end early on and pitted to have offending bodywork and a bent exhaust pipe straightened.

For the second heat Fitzpatrick had a new engine screwed together back in Cologne. No spare engines existed as such, but the Kremer boys did a grand job in putting one together from parts. Steckonnig was definitely out but Schickentanz had fitted a 2.5 911S motor. With the grid lining up as per the finish of heat one on Sunday midday, the race was still full of interest. Fitz was going for a lap record and after the pace car pulled into the pits he was off from the back of the grid with a vengeance. Haldi in the meantime held on to the inside line into the first turn but Ballot-Lena also wanted it. He couldn't have it and wiggled dangerously before gathering it up while Simonsen and Bernhard nipped through as well. Fitzpatrick was up to fifth at the Karussel and at the end of the lap, third just ahead of Schickentanz, going like a demon despite his smaller motor. Haldi had a good lead, however, over Ballot who was also comfortably ahead of Fitz. Further back Bernhard and Simonsen were getting into a race-long scrap and the others were spreading out. Dona in the X1/9 was mixing it with some more potent machinery further back but not losing out at all.

Fitz was really in the groove, lifting a wheel here and there as he hauled in Haldi and Ballot-Lena with Schickentanz hanging on too. He set a new lap record third time round in 8 m 41.2 s and lowered it a couple more times to remain at 8 m 40.2 s. The four leading cars were very close together but Fitzpatrick took the lead going up to the Karussel fourth time through and that was it. Birrane was going steadily further back after mechanics had also done a splendid job on his rear end. But the excitement lay up front, for behind Fitz it was anyone's guess with Schickentanz pushing Ballot-Lena very hard and Haldi having a moment which dropped him to fourth. This was how it remained to the end with Fitz a minute ahead at one point but taking the flag by 3 s with suspension troubles on the last lap.

Altogether a much more inspiring race than the Interserie and although a Porsche benefit definitely worth anyone's money if the racing continues this close.



French F3 invasion at Nurburgring, with the Alpines of Michel Leclere (12) and provisional winner Serpaggi.

## FORMULA 3

A huge field of Formula 3 cars also had a place on the bill of fare and generated probably more interest for the estimated 70,000/90,000 crowd as they huddled in their blankets. From England came Randy Lewis with a brand new, unraced Brabham BT41 for his Wrangler-sponsored team, Tony Brise with the Kent Messenger GRD, Russell Wood in the very quick Chequered Flag March 733 and similar cars from P&M Racing Preparations for Nick Von Preussan and Nick Crossley. A very strong French contingent came in the form of two works Alpines for Alain Serpaggi and Michel Leclère; BP France Martini Mk 14s for Jacques Laffitte and Jean-Pierre Paoli; Motul Martini Mk 12s for Jean Max and Christian Ethuin; and a Shell France Mk 12 for Bernard Beguin. Quick Swedes included Conny Andersson, the winner last year in his old Brabham BT35, Ulf Svensson's BT41, Gunnar Nordstrom and Ingvar Carlsson (GRD 373s).

Practice was a French benefit after the first session (when Brise was fastest) and Serpaggi landed pole in 8 m 26.9 s, 0.3 s quicker than Leclère. Beguin and Ethuin were next up ahead of Brise. Incredibly none had raced at Nürburgring before. Wood was eighth fastest in 8 m 40.2 s on his first visit.

With 55 cars starting the first lap was really chaotic but most got through without going off. Out front it was Leclère and Serpaggi and they just dominated the show until Leclère had a quick stop near the end. Paoli though had caught up on the fifth lap and took the lead only to be relegated to second at the finish. Third was Nordstrom, the only non-Frenchman to challenge. After Beguin dropped out Ethuin took fourth from Laffitte with Wood sixth and pressing hard at the finish. After changing the engine the previous day, Brise had the aerofoil break on the first

lap and pitted to have it removed only for another head gasket to start going. He carried on to finish 18th, having left the pits in 35th place. The first five cars were protested at the end for being underweight. No announcement was made so the results stand as at present, until the weighbridge is checked—not done since 1971.

● In a Formula Super Vee race at the end, held in diabolical conditions, four cars crashed heavily halfway down the main straight to the finish causing the race to be stopped and abandoned. The most seriously injured, Ulrich Schickentanz in a Kaimann, was taken to hospital with badly broken legs, cuts and shock. His car had been cut in half behind him and wreckage was scattered 200 yds up and down the road.

### Interserie Championship, round 1

14 laps, 198.5 miles

1, Willi Kauhsen (Porsche 917/10T), 1 h 49 m 36.3 s, 175 mph; 2, Leo Kinnunen (Porsche 917/10T), 1 h 51 m 32.9 s; 3, Reinhold Jöst (Porsche 908/3), 1 h 56 m 20.8 s; 4, Teddy Pilette (McLaren-Morand/Chevrolet 1/c MBF), 2 h 3 m 32.6 s; 5, Ernst Kraus (Porsche 917/10), 2 h 3 m 18.4 s; 6, Georg Loos (Porsche 917/10T), 2 h 6 m 20.1 s; 7, Jörg Obermoser (GRD 573), 2 h 7 m 10.5 s; 8, Trevor Twaites (Chevron B21/3), 2 h 15 m 10.0 s; 9, \*Martin Raymond (Chevron B21/3), 12 laps; 10, Ian Harrower (Chevron B21/3).

\*Not running at finish.

Fastest lap: Kauhsen, 7 m 32.8 s, 181.6 kph.

### European GT Championship, round 1

14 laps, 198.5 miles

1, Claude Ballot-Lena (Porsche Carrera RSR), 2 h 5 m 0.7 s, 153.4 kph; 2, Claus Haldi (Porsche Carrera RSR), 2 h 5 m 51.8 s; 3, Kurt Simonsen (Porsche 911S), 2 h 10 m 42.8 s; 4, Paul Keller (Porsche Carrera RSR), 2 h 11 m 0.7 s; 5, Zeller (Porsche 911S), 2 h 13 m 0.7 s; 6, Werner Christmann (Porsche 914/6), 2 h 13 m 30.3 s; 7, Hergarten (Porsche 911S), 2 h 17 m 53.4 s; 8, Doren (Porsche 914/6), 2 h 18 m 50.5 s; 9, Kurt Rieder (Porsche 911T), 2 h 19 m 26.4 s; 10, Sasse (Porsche 911), 2 h 23 m 22.6 s.

Fastest lap: John Fitzpatrick (Porsche Carrera RSR), 8 m 40.2 s, 158.0 kph.

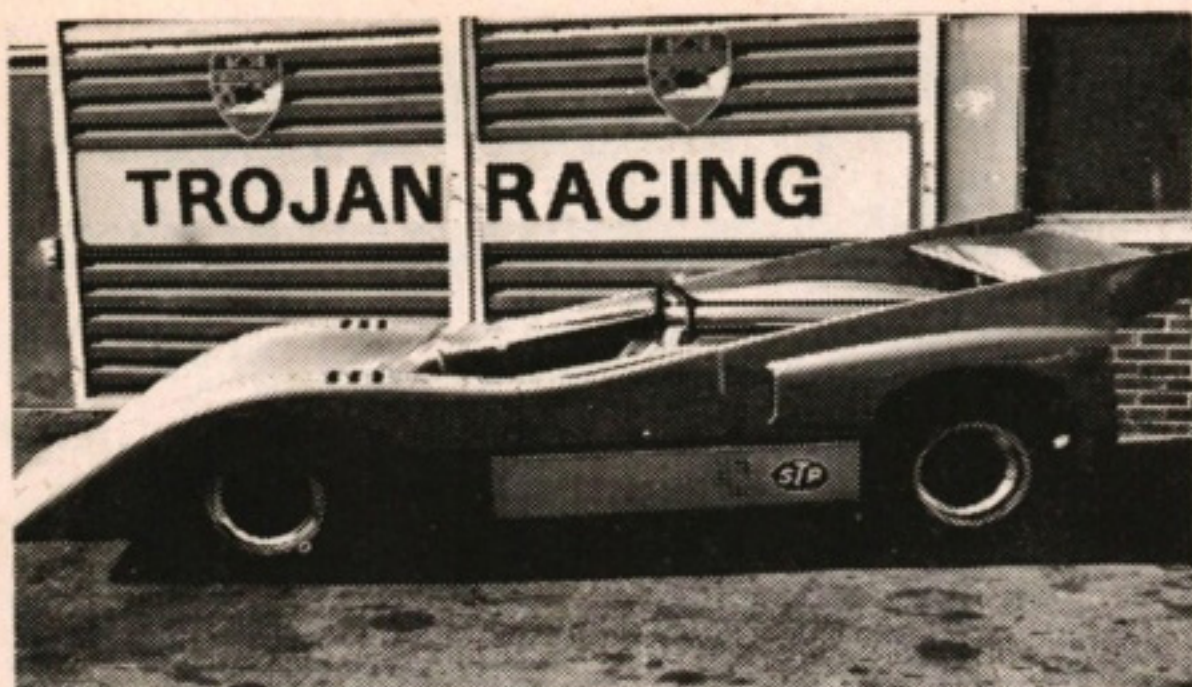
### Formula 3,

seven laps, 99.26 miles

(Results provisional pending weighbridge check)  
1, Alain Serpaggi (Alpine-Renault A364), 60 m 10.6 s, 159.4 kph; 2, Jean-Pierre Paoli (Martini-Holbay Mk 14), 60 m 11.4 s; 3, Gunnar Nordstrom (GRD-Holbay 373), 60 m 43.7 s; 4, Christian Ethuin (Martini-Vegantune Mk 12), 60 m 44.1 s; 5, Jacques Laffitte (Martini-Holbay Mk 14), 60 m 44.5 s; 6, Russell Wood (March-Novamotor 733), 60 m 58.5 s; 7, Conny Andersson (Brabham-Novamotor BT35), 60 m 59.9 s; 8, Ingvar Carlsson (GRD 373), 61 m 0.2 s; 9, Jean Max (Martini-Vegantune Mk 12), 61 m 9.1 s.

Fastest lap: not given.





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# SPECIAL STAGE

Edited by Ian Sadler

## Lancia deny Stratos Circuit entries

Lancia GB have denied rumours that two Stratos cars will appear on the Circuit of Ireland. Robert Crowther of Lancia said on Tuesday "I do not know where the story came from, according to Turin they have not entered."

Mr Hammelik, managing director of Lancia GB, was in Turin last Friday, after the story was announced in Britain and obtained confirmation that the entries were without foundation.

## Mikkola for Heatway

Depending on the availability of motor cars, Hannu Mikkola is planning on doing both the Heatway Rally in New Zealand



Hannu Mikkola

(July 7-12) and the Bandama Rally in the Ivory Coast (December 28-30). For the Heatway, one of the Safari cars will be re-built in Nairobi using spare parts brought for the rally and then shipped to New Zealand direct from Africa. His co-driver will be Jim Porter who will be responsible for doing the recce almost single-handed as Mikkola has a championship rally in Finland, Ita Rallyt, just before the Heatway.

For the Bandama, plans are not quite so well advanced but his co-driver should be Jean Todt as Ford France are showing quite some interest in the project. For the drivers, there is plenty of interest in the prize money which should be almost £7,000 for the winner—if the organisers stick to their word and add last year's sum to this year's money.

## Escort positions

Positions of the Ford Escort Rally Championship after the Valentine Rally are as follows: Nigel Rockey 51 points, Russel Brookes and Bob Bean 34, John Edwards-Parton 33, John Barter 25, Andy Dawson 23, Dai Roderick 17, Kevin Videan and Roland Young 16, Keith Watkinson 15.

After two rounds of the Second Quarter, the Cytax and the Valentine, the positions are Rockey with 20, Bean at 18, Dawson with 16, Barter at 13 and Edwards-Parton with 10 points.

## Castrol/MN placings

Positions in the Castrol/Motoring News Rally Championship after the Servais Rally are as follows: Drivers: 1, Nigel Rockey, 45 points; 2, Russell Brookes, 28; 3, Bob Jeffs, 26; 4, George Hill, 19; 5, Ted Cowell, 17. Navigators: 1, Paul White, 45 points; 2, David Taylor, 26; 3, John Brown, 18; 4, Derek Tucker, 15; 5, Martin Holmes, 14.

## Triple C...

Cars and Car Conversions Championship positions after the South West Stages: 1, Richard Illiffe; 2, Bob Chapman and John Daker; 4, Reg Mullenger; 5, Mike Clark.

## RIAC points

Placings, after two rounds, in the RIAC National Rally Championship are: Drivers: 1, Robert Maharry 26 points. 2, Paddy McGuire, 25. 3, Eamonn Cotter and Arnie Poole, 15. 5, Sue Sinclair and Greg O'Gorman, 13. Navigators: 1, Derek Johnston and Frank O'Donoghue, 26 points. 3, Leo White, 22. 4, Paul Phelan and Kenny Johnston 15. The next championship round will be the Aer Lingus Jumbo Rally, a forestry stage event on July 28-29.

● Malcolm Patrick plans an active weekend after Easter: he is entering the Tour of Lincs with his Escort (with which he won the event last year) and the Border Uniflo that night in his Imp.

## Peugeot rally plans

After the East African Safari where the French Peugeot company have prepared two cars for Bert Shankland/Chris Bates and Ove Andersson/Jean Todt, they plan to make an all-out attack on the Moroccan Rally. To get their cars right, they recently had a test session in the Moroccan desert with two of the drivers that will be in their cars for Morocco—Timo Makinen and Hannu Mikkola.

Both these drivers profess to be very satisfied with the Peugeot 504 in the form in which it has now been developed. The suspension has been stiffened quite a lot which makes it a much nicer car to drive though it loses some of its suppleness over the bigger bumps. Most important of all is that the engine output has been taken up to 160 bhp which, while it is nothing sensational from a 2-litre engine, makes for a much better cruising speed in the

sand and dirt roads of Kenya or Morocco.

In the Safari, both Shankland and Andersson will have the new engine and it should be interesting to see how it will perform against the Datsuns, Escorts and Porsches. Peugeot has a very strong chance in the Safari especially if it is wet for there are a lot of 504s entered by the local agents, Marshalls E. A. Ltd, and driven by such competent drivers as Hugh Lionnet, Peter Huth and Pierre Parsons. Their cars however will have a more standard engine.

Bert Shankland was offered a drive on the Moroccan Rally which he is believed to have turned down so that the Peugeot team will comprise Timo Makinen/Henry Liddon, Hannu Mikkola/Atso Aho, Tony Fall/Mike Wood, and Jean Guichet/Jean Todt, with probably another crew to be nominated.

## Servais asides...

● The two Vauxhall placings on the Servais were a near thing: Pierson was suffering a broken shock absorber on the selective sections and had piston trouble which was getting audibly worse, whilst Graham Beardmore had his other rear shock absorber break (together with the clutch) on the journey home.

● Influenza prevented Alan Conley from taking part in the Servais Rally. Martin Holmes was able to compete, navigating for Graham Beardmore in the Bentley Bros Firenza.

● Two famous ex-works cars took part: John North's Mini no. LRX827E bought from Peter Baldwin who had raced it as an eight-porter. John lost a lot of time through going straight on at a bend. Jack Diaper drove 783BOO, a Lotus Cortina which its driver says has the same body and engine as it always had. He had trouble with a battery which became dislodged over the bumps.

● Richard Hudson Evans' car suffered a leak where the petrol pipe left the tank, which he never knew about until Rodney Badham spotted it, after being asked to trace an electrical fault.

● Neil Brett's performance in winning the semi-experts class was incredible. He finished 11th overall in a Mini-Cooper "S" on an event unsuited to this type of car. He only arranged the ride with Preston Ayres three days beforehand.

● Local heroes John Walters, Chris Blyth and Geoff Bartram are hoping to compete on the Nutcracker to prove that their results on the Servais were no fluke.



Irish Rally Championship leader Robert Maharry may soon replace his RS Escort with a 1.8 Renault Alpine, to form a new Irish Renault Team with Billy Coleman and Pat Fay.

● John Harmer had a driveshaft break near the end, but he struggled on using his lsd to keep his Mini going. It only just kept the car going uphill, and as you can imagine, the hills weren't much to talk about!

● Reg Mullenger scratched his entry so as to compete on the South West Stages.

● Nigel Rockey's time on the final selective was subsequently found to be wrong. He should have incurred a penalty of 16 s.

● Entered for the Welsh Rally is a father and son team of Don Davidson, driver and his son Peter Davidson, navigator, who will be using a Gp 1 Morris Marina 1.3 coupe. The car has been prepared and is sponsored by Aston Cabs of North Aston, Oxford.



# 'Scottish' entries are pouring in

Six weeks after issuing the regulations for the International Scottish Rally nearly 200 have been received by The Royal Scottish Automobile Club.

Perhaps one of the most interesting entries received so far is from Bob Hourihan from Michigan USA who is organiser of the most important rally in the States, the Press on Regardless rally. Bob, who visited Scotland last year to



Shekhar Mehta

see the Scottish was so impressed that he has entered a Datsun 1800 SSS to compete himself.

Ugandan Shekhar Mehta, who created a sensation on last year's Scottish by having his spare Datsun 240Z flown by VC10 from Nairobi when his regular car had been detained in Greece, has again entered and will once again be driving a 240Z.

Roger Clark is, of course, entered to drive the Esso Uniflo Escort. Chris Sclater will be driving the Kleber/Wheelbase Escort RS and Andrew Cowan will be



Andrew Cowan

competing in a similar car, again sponsored by *The Scotsman*.

The rally will see the debut in Scotland of Norway's leading driver, John Haugland who will no doubt be swinging his Skoda around in great style. The RAF in Cyprus will be sending over a rare rally car to this country, a Mitsubishi Colt to be driven by an RAF crew.

Chris Sclater



## Works Fiats for the Moroccan

The Fiat team are planning on sending just two cars to the Moroccan Rally. Not only will this be their first entry in this particular rally but for the first time they will have a completely non-Italian team. The two cars will be driven by Bjorn Waldegaard/Fergus Sager and Rauno Aaltonen/John Davenport and as three of these gentlemen are involved in the East African Safari, Sager will leave for Morocco at the time the Safari starts in order to have the job well in hand by the time they arrive.



Bjorn Waldegaard

Fiat will also be driving the Acropolis Rally and their team there will comprise Lele Pinto/Arnaldo Bernacchini, Alcide Paganelli/Nini Russo and a third car for Rauno Aaltonen.

Rauno Aaltonen



## Kleber RAC film

Sutton & Cheam had the first public showing of the Kleber film of the 1972 RAC: an unbiased film made simply to convey the excitement of the sport. It shows the Blomqvist park bench incident from helicopter, and has a hilarious dialogue between Tony Fall and Marie Claude Beaumont. After the showing of the film, there was a forum with Andy Dawson, Chris Sclater and Barrie Gill.

Due to an outbreak of swine fever the Matlock and Dist MC's DFS Rally has had to be cancelled. The event was due to take place over April 14/15th.



Peter Shiyukah

Pictured here is Mr Peter Shiyukah, who with fellow Kenyan, Kim Gatende, will be the driver of the fifth works prepared Escort RS1600 for the East African Safari. Peter is a high ranking civil servant, based in Nairobi, and has competed in the Safari seven times previously. Co-driver Gatende is a government Civil Engineer in the Ministry of Works and is an experienced local rallyist. To acclimatise with the left hand drive car he recently flew to England and spent a day on the rough tracks around Ford's Boreham Competitions Centre. The man from the Ministry was delighted with the car, though he admitted that a right hand drive version would be more to his liking on Kenya's rule-of-the-left roads.

Peter Shiyukah (42) is married and has six children. He studied public administration at New College Oxford, and was a school teacher in Kenya before entering Government service in 1957. He is president of a local football club, the Ministry of Works Welfare Association, and the Kenya Rally Drivers Club. Between rallying Peter has accomplished a good deal of track racing in East Africa.

## Supersport Engines team

Out again on the Servais: the Supersport Engines rally team. It has been two years since Rod Cooper last appeared on C/MN events, he has since been moving his business, and recovering from the financial effect of coming 14th on the World Cup Rally. Cooper is running a three car team, all painted identically, red with yellow signwriting, just like the old Cortina GTs of the middle sixties. Rod's car is fitted with an 1884 cc TC engine with transistorised ignition, dry sump, and 2000E gearbox. Alan Hemmings' car will be G2 with 1598 cc engine and 2000E box, whilst the third car will be John Barter's Mexico. Rod's car mysteriously bears the old registration number from Russell Close's old Escort that preceded the ex-Clark and Simpson lhd car. First time out, third and sixth places on the Servais for Rod and Alan. They plan to enter the Welsh, with the more interesting C/MN and LCAMC events, with support from Tudor Motor Accessories.

## Three car sponsorship



Henry Wilson and Company Limited, manufacturers of heating equipment, are entering into sponsorship of a rally team for the 1973 season. Wilsons, part of the Lucas Group, will be supporting Croft Brown from Preston who will be campaigning a 1600 cc Escort GT in rounds of the Association of Northern Car Clubs Rally Championship. Geoff Birkett from Kendal will also be entered in Northern Club rallies

and some special stage events. Third driver to receive support will be Tony Nathan from Heswall in Cheshire who is awaiting delivery of a Clan Crusader. Nathan has planned to enter the Manx and the Tour of Mull. All three cars will be painted in a red and black team livery and will be using Shell oil. The Wilsons cars will be entered under Kirkby Lonsdale Motor Club.



## Wylies-Shellsport Escort BDA



The immaculate 2 litre RS1600 in traditional Wylies colours.

It won, first time out. The new Wylies rally car which Drew Gallacher drove to a debut victory in last weekend's Valentine Rally. Built in just three weeks by Wylies performance department, the car includes in its specification a latest spec. Atlas axle, Jack Knight gearbox, aluminium fabricated tank moulded over the rear axle and a 2-litre BDA with an all steel bottom end and dry sump.

Speaking at the announcement, Managing Director of Wylies, Ian Carlaw said "We are very pleased

to be continuing Wylies' connections with motor sport and with the ever growing popularity of rallying in Scotland today, we see this as a logical extension of our activities in this field. Following a year's association with Drew Gallacher and bearing in mind his past record, I feel confident that we have made a wise choice in both car and driver."

After winning the Valentine, Drew Gallacher is now leading the Scottish Rally Championship. Gallacher finished 7th overall on the Snowman earlier this year.

## Ystra cancelled

Dukeries Motor Club's Ystra Rally, due to be held this coming weekend has been cancelled—notification of which was given in last week's Special Stage. Since the original request was made for authorisation, there have been large withdrawals of sections of the route by the RAC and the police. This, coupled with the increase in public relations work has made the Ystra impossible to run. Dukeries MC are putting the blame on selfish and irresponsible behaviour of certain other clubs. They maintain other rallies have been run in the area without proper public relations. Organisers of the fifth Ystra were Bob Fenton and Tony Willey.

● The use of four-wheel-drive cars in the World Rally Championship of Makes was outlawed by the CSI at their recent meeting in Geneva. The decision, effective from last Sunday (April 1), means that the Press-on-Regardless in America later this year may attract a more varied European selection of entries. Last year's event was won by a 4wd Jeep Wagoneer.

● Apologies to Peter Bryant. Last year we captioned a picture of him by describing him as a mechanic: last week we captioned him (in the DTV Firenza driven by George Hill) as his arch-rival Keith Wood! Keith was on that occasion the organiser.

## BTRDA points

Positions in the two BTRDA championships after the South West stages are as follows:

Drivers: Paul Appleby 28 points, Bill Mather 20, Richard Iliffe 18, Ian Harwood 16, Paul Faulkner and Eric Jackson 15, Reg Mullenger 13, John Daker and Mike Davidson 12. Navigators: Keith O'Dell 29 points, Neil Carter 25, Stuart Iliffe 22, Don Barrow 15, George Handley 14, Gerry Turner/Peter Oddie 13, S. Hayes 12. Next round for both this and the Mexico series is the Chieftain Stages on Easter Day.

The Daily Mirror-sponsored RAC International Rally is, for the second successive year to be based on York. Start, finish and half way overnight halt will all be again at York Race Course. The British Leyland spares and accessories division, Unipart, will again be sponsoring all the special stages.

## LATE NEWS

Ove Andersson is rumoured to have collapsed on his way home from the TAP Rally and to have been taken to a hospital in Belgium (Brussels) where presumably he was visiting Toyota's European head office. The problem is said to be that he had some broken ribs as the result of his TAP accident which were not discovered in the hospital in Portugal.

## SERVAIS RALLY

# Rockey proves a point

Once upon a time, a young man from Bristol became known for heroic exploits in his rally car whenever the weather was bad. If there was snow and ice he was in his elements, if it was merely wet and muddy, that was good enough, but when the weather was clear then we never heard too much about him. Then along came Ford with their inspiration called the Mexico championship, to enable young men like our Bristol fellow to learn how to drive with neatness and a determination that they did not know before; some found the levelling of the competition rather too much to bear, and faded away, some kept having accidents and their resources could no longer keep them rallying, and some, like our Bristol friend gained a finesse and style in their driving which when matched with more powerful cars made them uncatchable. Which is just how Nigel Rocky came to win the Servais Rally by no less than ten whole minutes, on an event which, unlike the Cytax, was highly competitive at all levels. Local men featured well and, Rocky apart, none of the regular C/MN contenders were able to keep up with the likes of Chris Blyth and John Walters. The leading road rally series has not been to East Anglia since the infamous Fillydyke in 1964, though several contenders had been there for the Britvic Escort event last year. Long straight roads and a large number of bumpy white roads gave the Servais a special

character in which driver bravery and car reliability played as much part as driver skills.

For no Mexicos to finish in the top ten is quite extraordinary these days, though the Valentine Mexico round on the Saturday prior to the rally accounted for an absence of most leading cars of this type, though Russell Brookes entered his usual car, with a specially prepared replica ready for use during the afternoon. He and Nigel flew down to the Servais, arriving forty minutes before the "off," in good time, save that neither Paul White nor John Brown could start to plot the route until the drivers arrived. For Paul this was no trouble, but for John it was crucial, since he did not spot certain route amendments and Brookes' efforts in entering this event through this were wasted. The only other Mexico of note to appear was Videan's in his old car rather than his new one which he is using on the Firestone, Kevin got carried away in his eagerness to do well: he caught up Jimmy Bullough's RS1600 in two miles along a white road away from the first control, and thereupon had to retire when the manifold split!

The cool efficiency of Rocky's Hoopers team, and indeed Brookes' Brooklyn team were a credit to the sport, as was the revived Supersport team of Escorts. We seem to spend much of our time criticising other teams, however, and we would be fail-



Nigel Rocky—won by 10 min.

ing in our duty not to question the objectives of the Sky Petroleum cars. Their bad luck is now straining belief: this time Richards arrived again in Wood's Mini, could not get it going readily, and when he did he found the differential pulling violently to one side. So bad, in fact, that he chose not to start. Then Linda Jackson's Escort had a throttle break, and one hears she had no spare with her and the other Sky car was out. Surely efficiency of promotion must begin with efficiency of your own organisation? After last week's remarks about DTV, it was ironic that Alan Conley was ill and I had a ride in—a Vauxhall! This was in fact Graham Beardmore's Bentley Bros Firenza, which



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The Superspot Escorts of Rod Cooper and Allan Hemmings.

naturally came under the watchful eye of Coburn's men when their own responsibilities permitted. This they were able to do more readily when George Hill's Firenza went out with a loss of oil pressure, and they were left with only Frank's Viva to manage. Coburn was worried about Hill's retirement, and so asked Frank to cool things in the hope of finishing, which he did in fifth place, Frank's best Vauxhall place to date. Beardmore had fairly serious trouble when a shock absorber pulled away from the body, and he had to drive steadily for about one-half the rally. He came eighth, to provide two Vauxhall places in the top ten. The other Firenza in the leading numbers was LCAMC driver George Davis, which retired after having two punctures. Other regular C/MN contenders did not fare too well, as Don Kettleborough's Mini drowned out in a bad ford, not that the rally suited a Mini in any respect at all, whilst Malcolm Patrick in his Escort went very well until the car landed on a rock which smashed his clutch slave cylinder. Bob Jeffs was another out of joy,



Ted Cowell — finished fourth.

since he had a shocker pull out—just like Beardmore—but then he also had a throttle cable break after the engine dropped on its mountings.

The Servais, for all its national importance, was really a rally for local men. We had names in the running that few people outside East Anglia had ever heard of, let alone knew well. Take John Walters from Sudbury, for instance, with a Roy Gladwin prepared 1800 TC, sponsored by Tricentral Cars of Chelmsford, who actually only came tenth at the end. He lost 18 m on one section where he went off, when others only lost one, and if you take 17 away from his total you have 28, five behind Rockey and a comfortable second. He has a press-on reputation in his area, and it nearly seemed things were about to work out right for him this time. Competitors knew of Chris Blyth since his picture as last year's winner appeared in the regs, but few had heard of him otherwise. He comes from Norwich and rallied an RS for 2 years before

buying a tatty Escort TC and refurbishing the body. The engine is the work of Norvic Racing Engines and gives about 160 bhp. Willhire sponsor him, and he expects shortly to be entering GI Mexico rallying. The LCAMC connection produced quite a bunch of drivers well versed in East Anglian as well as C/MN rallying, and the Coopers, Ted Cowell and Alan Hemmings fitted this heading. Hemmings almost gave up at the second petrol halt because of a broken clutch and only the spin of a coin persuaded him to continue. Steve Hill is well known in East Anglian stage circles: he drives an RS1600 with Lievesley parts, prepared by Youngs of Hingham, whilst tenth place would have been taken by Bill Gwynne's Renault Gordini but for a contretemps with a noise zone marshal: a pity for this type is far from a rough road car, and such a placing would have been great credit to the car's preparers.

The rough roads were new to people who have not rallied in that part of the world before, and recent dry weather made them even rougher than the organisers intended. John Porter's guidance produced an event that was remarkably self-assured for a first-timer in the national series, an assurance that was well placed. The event was well endowed through the assistance of Servais Silencers and Enicar watches, with something over £500 worth of prizes being distributed afterwards. A few things need cleaning up: the selective sections were curiously timed and the results of the selective times showed that there must have been some odd goings-on on those sections, a pity when the rest of the event had been so close. It was something different for the regulars, and a good opportunity for the local men to pit their skills against the big names, all but one of whom failed to live up to their reputation.

#### MARTIN HOLMES

1. Nigel Rockey/Paul White (1.8 Ford Escort RS1600), 23 m 18 s; 2. Chris Blyth/Geoff Hill (1.8 Ford Escort TC), 33 m 18 s; 3. Rod Cooper/Ian Cooper (1.9 Ford Escort TC), 34 m 43 s; 4. Ted Cowell/Peter Rushforth (1.6 Ford Escort TC), 34 m 43 s; 5. Frank Pierson/Colin Francis (2.3 Vauxhall Viva), 35 m 01 s; 6. Alan Hemmings/Stuart Gray (1.6 Ford Escort TC), 37 m 40 s; 7. Steve Hill/Don Close (1.6 Ford Escort TC), 38 m 33 s; 8. Graham Beardmore/Martin Holmes (2.3 Vauxhall Firenza), 41 m 18 s; 9. Barry Smith/Martin Ferrier (1.6 Ford Escort RS1600), 42 m 26 s; 10. John Walters/John Hobcraft (1.8 Ford Escort TC), 45 m 07 s.  
Semi-expert: Neil Brett/Preston Ayres (1.3 Mini Cooper S), 45 m 55 s.  
Novice: Tim Furlonger/David Clegg (1.3 Mini Cooper S), 79 m 44 s.  
Selective results:  
S1 Guestwick 8.9 miles, 17 m 48 s bogey. 1. Pierson 152; 2. Bob Jeffs/David Taylor (1.7 Ford Escort RS1600), 153; 3. Rockey 159; 4. Walters 180; 5. Cooper 173; 6. Cowell 193.  
S2 Witchingham 6.6 miles, 13 m 12 s. 1. Rockey 108; 2. John Rule/Tony Delaney (1.6 Ford Escort RS1600), 140; 3. Blyth 143; 4. Richard Hudson-Evans/Kevin Gormley (1.6 Ford Escort RS1600), 144; 5. Jeffs and Dick Beeby/Peter Maskell (1.6 Ford Escort TC) both 146.  
S3 Hockering 7.4 miles, 14 m 48 s. 1. Rockey 151; 2. Walters 153; 3. Pierson 213; 4. Cowell 214; 5. Rule 227; 6. Bill Gwynne/Howard Moore (Renault Gordini R8), 229.  
S4 Hoe Lodge 4.1 miles, 8 m 12 s. 1. Rockey clean; 2. Jeffs 16; 3. Cooper 17; 4. Blyth 24; 5. Walters 25; 6. Hudson-Evans 31.

#### SOUTH WEST STAGES

## Faulkner beats Appleby by 67 seconds

Inspired by generous sponsorship from Esso Uniflo, the Exeter MC and Taunton MC co-promoted the South West daylight special stage event last Sunday. Paul Faulkner/Monty Peters emerged the winners from Paul Appleby/Keith O'Dell who were 67 s in arrears, with the Withers of Winsford entry of Ian Harwood/Colin Gratrix in third although they had equal penalties with John Daker/George Handley. This event was a qualifying round in the Esso Uniflo BTRDA Championship.



Paul Faulkner — stages win.

There was drama at the Taunton start when with just 15 m to go before the start, car No 1 Eric Jackson/Don Barrow withdrew their Escort RS 1600 with a faulty gearbox. The honour of first away therefore fell to local lads on the reserve list John Hillyer/Tom Nutt in a Mini 1071 S. Next came Paul Faulkner/Monty Peters (Escort), with 1860 cc of David Wood BDA engine giving 209 bhp. The next 10 starters were also Ford Escort machines with various power units. Reg Mullenger/Gerry Turner were at No 3 with an 1800 BDA and Paul Appleby/Keith O'Dell were next, still running in Mexico Group 2 specification with a 1910 cc push rod engine giving 165 bhp. Rosemary Smith/Pauline Gullick non started at No 5 due to non-arrival of parts for the Lombard and Ulster Rally Team RS1600 entry. Paul Gilligan/Peter Oddie (RS 1790 cc) were promoted to this spot and they had had a long journey from County Garage Carlisle. At No 6 was the newly completed AVJ 1800 cc BDA engined machine of Jeff Churchill/Roger Jones.

The first three stages at Quantock Hills were cancelled due to local objection but this did mean a later start and another hour in bed. The rally therefore commenced at Stage 4 with 5, 6 and 7 all in the Brendon Hills area. The 998 Mini of Champion and Thorn was the first to retire with drive shaft failure after only 400 yards on the first stage. Bob Chapman immediately took the lead in his 1.7 Escort TC with best times on three of these four stages, but Faulkner was getting ready to start a brilliant run which resulted in him setting best time on 10 of the remaining 12 stages.

Porlock Hill toll road was next, this being



## VALENTINE RALLY

Although Drew Gallacher won last Saturday's Valentine rally in the Wyllies' RS1600, the performance of the event came from Nigel Rockey who took second place in his Hoopers Mexico, narrowly beating Bill Taylor's RS1600 and the Mexicos of Bob Bean and Andy Dawson. The event was run over the 14 stages to the north of the Firth of Forth totalling 60 stage miles.

The entry was headed by Don Heggie in his new Clan Crusader and although great things were expected he was plagued with minor teething troubles, and eventually after an excursion he succumbed to a broken engine mounting. Jimmy Rae's Frews RS1600 was at 2, Bill Taylor's Royal Bank of Scotland RS1600 at 3, Mike Hibbert non-started from 4 and at 5 was Drew Gallacher. The immaculately prepared Wyllies RS is as near as possible a replica of Clark's RAC car but with a Jack Knight five-speed gearbox. In testing during the previous week the 2-litre alloy engine had blown its head gasket and so it was replaced by a 1600 steel engine. Alistair Robertson's Saab was at 6 but it only lasted a few stages before the transmission broke and he had to reverse out of the stage, as that was the only gear left. Paul Appleby failed to appear at number 7 and so it was the four premier Mexicos which followed. Russell Brookes in a 31,000 mile straight-from-the-showroom example with travel man Mike Broad, Nigel Rockey with Joe Manattina, Andy Dawson in the Willment/Thor Hammers car with Motoring Sport's Andrew Marriot and Bob Bean in the Ford Sure car. Further down the entry list came the Dalkins brothers' incredible cut-and-shut two seat Citroen DS21 and Alistair Martin's Davrian GT based upon the mechanicals of his ex-Alistair McRae Stiletto. Otherwise it was all the usual Escorts and Minis giving a total of 150 cars on the entry list.

The retirements began 200 yards into the first stage when Tom Seals' ex-works Mini broke yet another driveshaft. However stage two was notable for the retirement of Russell Brookes when he went off on a tightening left and although the car was undamaged he could not get back on without outside assistance. While he was waiting five other cars went

all tarmac and the only non-forestry stage. Faulkner had a moment but survived to record best time with Mullenger. Mark Perry/Adrian L'Estrange 998 Imp retired here with gearbox failure and Colin Fisher/Colin Green (Mexico) also retired. The next stage was at Molland and here competitors had a ford to contend with. This caught out the Illiffe brothers (Richard and Stuart) whose engine died on them, but they did get going again.

There was now an hour's break at South Molton, the halfway point. Unfortunately no results were available but it can be surmised that Faulkner, Chapman, Appleby, Mullenger and John Daker who was using his ex-Peter McDowell machine, were in the leading

Paul Appleby — close second.



# Mexicos outstanding in overall results

Drew Gallacher's RS1600 on the Achray stage of the Valentine.



positions. On the next stage Tony Drummond/Chris Gray (Escort RS 1980 cc) retired.

Stages 12-16 were clustered together 10 miles west of Oakhampton. On stage 13 at Langford, there were 11 cars clean but this stage was the downfall of Hilary Stevenson/Richard Pease whose Escort TC rolled after the flying finish and the Vospers Escort 1700 of Chris Wathen/Tim Bosence whose car had gearbox failure. Malcolm Wise/Rod Palmer (Escort TC 1558 cc) slid off on the next stage but were able to continue after being towed back. Stage 15 saw the retirement of Mike Ranger/John Martin (Imp Sport) with a loss of gears and both Churchill and Clarke were changing punctured tyres at the end of stage 16.

A main road run to just south of Exeter brought the rally to an end with the last four stages. The TV cameras were on No 17 but the real drama took place on the next stage because both Churchill and Mullenger retired with halfshaft failures. The penultimate stage was the end of Robin Langford/Graham Batchelor in the Langrop Engineering Fiat 125 Special. They hit some rubble, disarranged the steering and were unable to continue. The last stage No 20 was at Harcombe and cruel luck dropped Bob Chapman from the leader board. He came to a standstill with ignition trouble, and eventually re-started and cruised to the end of the stage.

KEITH O'DELL

1. Paul Faulkner/Monty Peters (1.9 Escort RS), 48 m 02 s; 2. Paul Appleby/Keith O'Dell (1.9 Escort Mexico), 49 m 09 s; 3. Ian Harwood/Colin Gatrix (3.5 Escort-Rover), 49 m 53 s; 4. John Daker/George Handley (0.8 Escort RS), 49 m 53 s; 5. Mike Davidson/Terry Weaver (1.6 Escort TC), 50 m 34 s; 6. Mike Clarke/Neil Imigo-Jones (Escort RS), 51 m 20 s; 7. Bill Mather/Neil Carter (1.9 Escort RS), 51 m 42 s; 8. Richard Acres/Graham Heyes (1.6 Escort TC), 51 m 52 s; 9. Richard Illiffe/Stuart Illiffe (1.8 Escort RS), 51 m 53 s; 10. Vince Huxley/Mrs Mason (4.7 Corsair V8), 52 m 03 s.

off on the same bend despite being waved down, and 20 yards away Bill Taylor went off but he got back on again after a couple of minutes and was able to begin his fight back to third place.

At the halfway halt in Aberfoyle Rae was leading from Gallacher and Rockey. However on the first stage after lunch Rae went off when a tyre punctured and after getting back on quite quickly he punctured again at the start of the next stage and this dropped him out of the top 10. The penultimate stage, Loch Ard, was the only rough one in the rally and saw quite a lot of action with Willie Crawford's Lothian Sports RS1600 going off and then being pushed further off by John Edwards-Partons' Lloyds Mexico which was lucky to be able to continue. Dawson's Thor Mexico broke its gearbox and engine mountings allowing the crank to hit the sump, and Brian Coyle in Dawson's old Imp threw away a top five placing with two offs but still won the small car class by a very long way.

Although the arrowing on the stages was superb some of them were very droopy due to the torrential rain and high winds, but any doubt as to which way to go was removed by the use of tulip diagrams on the stages, an idea which should be used by more clubs. The organisation was faultless and by 10.30 pm all the times had been finalised leaving the Scottish Championship regulars to drown their sorrows and consider buying Mexicos in place of their RS1600s.

ANDREW JAMES

1. Drew Gallacher/Ian Muir (Escort RS1600), 74 m 14 s; 2. Nigel Rockey/John Manattina (Escort Mexico), 75 m 13 s; 3. Bill Taylor/Ian Molver (Escort RS1600), 75 m 19 s; 4. Bob Bean/Alan Greenwood (Escort Mexico), 76 m 42 s; 5. Andy Dawson/Andrew Marriot (Escort Mexico), 76 m 44 s; 6. David Thompson/Moss Inley (Fiat 290), 77 m 1 s.

Mexicos: 1. Rockey; 2. Bean; 3. Dawson; 4. Bryan Thomas; 5. John Barter; 6. John Edwards-Parton; 7. Noel Downs; 8. Keith Watkinson; 9. Steve Webster; 10. J. Grant.





Confusion surrounded McRae's win.

Last weekend may have been a disastrous one for Cassius Clay the boxer but his motor racing namesake, Graham "Cassius" McRae, gambling heavily on his skill as a weather forecaster, scored a fine win on a rapidly drying track in the second round of the 1973 Rothmans Formula 5000 Championship at Mallory Park. After taking pole position during the dry morning practice sessions, the New Zealander started on slicks with a few handcut grooves while everyone else bar one, who later crashed, had wets or intermediates. Driving with immaculate self-restraint McRae fell over a lap behind the leaders in the early stages but the rain soon stopped and, as the track dried out, he speeded up to set a new lap record and take over the lead from local hero Steve Thompson with five laps to go. Thompson, running on pure wets in the Chevron B24, was almost caught at the finish by his Servis team mate Ray Allen in the second string Surtees TS8A running intermediates while Peter Gethin, leader until just after half distance in the works Chevron B24, wore his tyres out but strove manfully to hang on to fourth.

The BRSCC Midland Centre were in charge at the Leicestershire circuit for the first time this year and had to contend with persistent showers and numerous incidents during the day so that the racing ended very late after an enjoyable and full programme. Colin Vandervell scored his second Formula Atlantic win at the expense of Cyd Williams while Derek Lawrence gave the Dulon MP15 its first win in the BOC Formula Ford final. Nick Faure (Porsche Carrera RS) and Rob Mason (1.0 Mini-Cooper S) won the STP and MCD championship qualifiers. The crowd looked smaller than at the F2 meeting recently but those that came should be convinced that Formula 5000 is really good this year.

## ENTRY and PRACTICE

The crowded programme only allowed for two rather short sessions for the Formula 5000s which is not sufficient and it is about time that whoever decides these things realised that Formula 5000 is a serious international class of racing and deserves to be treated as such and not as if it was club racing. Matters were made worse when Tony Trimmer lost control of the ShellSport Lola T330, in which he was substituting for Gijs van Lennep for the day, and smote the Armco on Stebbe Straight on the very first lap of practice. A despondent Tony explained that the throttle travel was totally different from Tom Belso's car, which he had tried briefly during the previous week, and he was caught out on the slippery surface as he accelerated out of Gerards.

When practising restarted times meant little on the already wet track because the rain was holding off and it would obviously be drier for the second session. Unbeknown to the drivers, however, the conditions were giving them practice for the actual race and it was interesting to note that Ray Allen in the Servis Surtees was easily fastest on intermediates with Graham McRae next up. John Gunn eliminated himself from the meet-



Graham McRae comes up to pass Steve Thompson for the lead. Rollinson is on the right.

## MALLORY PARK

# Slick Cassius !

By IAN TITCHMARSH and ROBERT FARNALL

Photography by PETER BURN

ing by losing the March 73A at the exit of the Esses and damaging the front of the car among some bushes while Chris Featherstone's old Lola T190/2 lost all drive to the rear wheels and was put back on its trailer.

On a dry surface everyone speeded up and none more so than Graham McRae, the undoubted king of the formula, who took his Bartz-powered McRae round in 41.8 s to unofficially equal Jean-Pierre Jarier's F2 and circuit record. The yellow, Iberia-sponsored McRae GM1 was 0.2 s ahead of a quartet of chargers which promised much if the rain stayed away. First to achieve 42.0 s was Brands Hatch supremo Peter Gethin in the works/Marathon Chevron B24 running the same Alan Smith Chevrolet which had taken him to victory at Brands and by now feeling its age a little. The Chevron was also being set up for Goodyears on which it will be running in the USA series which made the handling a little uncertain at times after the previous Firestones. Thwarted by a broken rocker stud in the first session and a broken circlip in the gear linkage in the second, Jody Scheckter managed very few laps in Sid Taylor's Trojan T101 but nearly all of them were highly spectacular as the vastly

talented South African threw the still half-sorted car around the circuit. This week the Alan Smith engine had reverted to carburetors since the fuel injection still needs some further development. Alongside Scheckter was the American Brett Lungar in the Hogan of the two resplendent Hagger Slacks/Hogan Racing Lola T330s while team mate David Hobbs, running an identical fuel-injected Morand motor, also returned 42.0 s on his return to home territory after a four-year absence.

Alan Rollinson, who desperately needs and surely deserves, some sponsorship was only 0.2 s behind in his yellow McRae GM1 which he is presently running entirely out of his own resources. His trip to the Tasman series has yielded a couple of Peter Molloy-prepared engines which Rolly will be using this year and which he rates very highly. Keith Holland had the orange Ian Ward Racing/works Trojan T101 well wound up, also Smith motivated, and took the inside of the fourth row with a time of 42.4 s and then came a slightly larger gap of 0.4 s to Tom Belso in the surviving ShellSport Lola T330 running a similar engine to Holland.

Steve Thompson, of whom much was expected if it rained, was nevertheless well

In the early laps, Gethin and Scheckter were well ahead of the rest.





in the hunt in the dry with the Servis Chevron B24 prototype although it seemed that the Goodyear runners had a slight advantage since Holland/Belso and Thompson were the leading Firestone users. Thompson, using an interim Race Engine Services motor until his super-mill is ready, achieved 43 s, a time equalled by Tony Dean in the first of the Anglo American Racing Team Chevron B24s, running a fuel-injected Morand. Guy Edwards, a spinner at the Esses in the first session, had valve trouble with the Alan Smith engine in his Barclays/John Butterworth Lola T330 which curtailed his practice after he had recorded 43.2 s to put him on the inside of row 6 alongside Dean's team mate Bobby Brown, in an identical Chevron B24, in which the American showed much greater aptitude than some other first-timers to Mallory by lapping in 43.6 s.

In the dry Ray Allen, using a less potent RES motor than Thompson but enjoying it for all that, was a little outpaced in the Surtees TS8A with which Steve Thompson won the last F5000 race at Mallory and his time of 43.8 s, while quick, reflected the lack of power. David Oxtan arrived with the McRae-like Begg FM5 for the car's debut in the Northern Hemisphere, running a Begg-prepared Chevrolet which could not hope to match some of the exotic mills in front of it but was not hopelessly outclassed with a time of 44.2 s. Unfortunately this welcome addition to the European scene had to scratch

M10A. Needless to say Bowtell was uncompetitive but his time of 52.4 s suggested that this situation might have more to do with the car than the driver who also seemed better than most back markers at keeping out of the way.

Other than those specifically mentioned, everyone was using carburettors which give as much power but are prone to surge with the high cornering forces now being generated by the faster cars.

## RACE

A straight 50-lapper was planned and, as starting time approached, so did the rain clouds which sent everyone dashing for their wets and caused a general delay and all-change. All, that is except McRae who had fitted some specially hand-cut Goodyear slicks with two grooves on the fronts and three on the back, while Edwards also fancied his chances as a weather forecaster and opted for pure slicks. Those that had them fitted intermediates, these being Dean, Brown, Santo and Allen—all Firestone users.

By the time the cars were ready to go the rain had almost stopped as had Lunger's engine so that, as the flag fell, he sat where he was and was clipped by a passing Belso who stopped there and then with a broken drive shaft. Lunger was pushed off last and discovered that the bump had punctured a tyre, a spare wet was found by which time

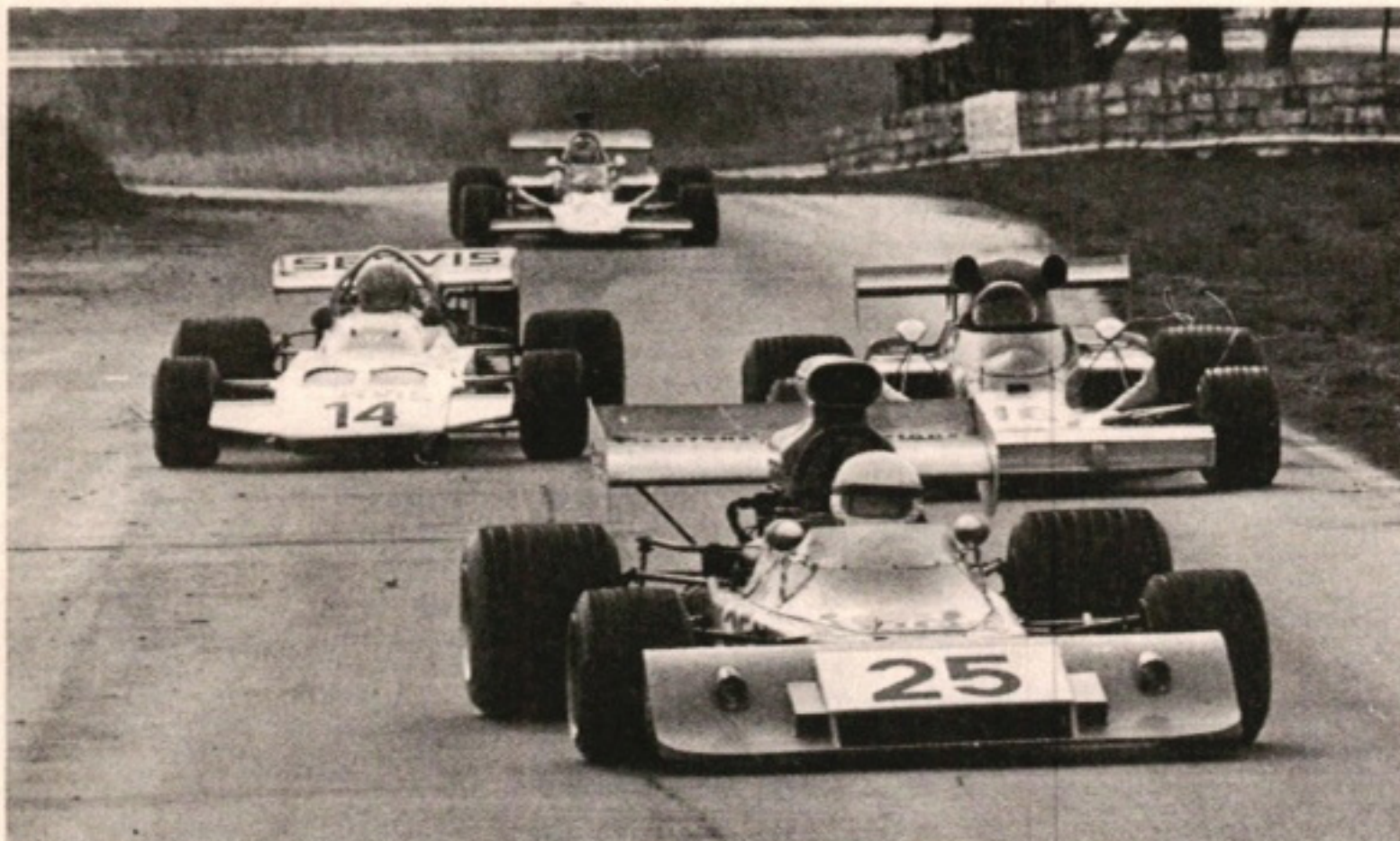
the Trojan, Thompson had the choice of colliding with the slow Hyams or overtaking under the yellow flag, out for Edwards's car still across the track. He avoided an accident by choosing the Stewart method and carried on unpenalised in pursuit of Scheckter. The South African's race was almost over, however, for the same circlip had fallen out of the gear linkage as in practice and the leading Trojan pulled in to retire on lap 7. Next to go was Evans who had climbed up to seventh in the STP Trojan and looked good in his first proper F5000 race until he had a repeat of the practice problem and pulled off at Gerards.

By lap 10, a pattern seemed set, until the drying track took its toll of the wet weather tyres, with Gethin comfortably ahead of Thompson, who was still under considerable pressure from Holland while Hobbs was never far away in the leading Lola. Rollinson was a seemingly secure fifth for the time being and the rest, led by Allen and McRae, had been lapped. Ten laps later nothing much had changed except that the road was drier still and McRae now began to make his move, having earlier thought seriously about retiring altogether. Faster laps by McRae in quick succession showed that he was far and away the fastest driver now going and Gethin, for his part, was looking more and more twitchy at Devils Elbow as the wet tyres wore out. Eventually the leader could stand it no more and dashed into the pits for a quick check of the remaining rubber. Reassured, he went out again, now third behind Holland and Thompson who had swapped places a few laps earlier. The Trojan's lead lasted but a lap before Holland too came in for a check but, like Gethin, not a change.

So Thompson led from Gethin who was less than 10 s behind but apparently unable to make any challenge as the wet Firestones which he was using wore out more quickly than the leader's similar equipment. Hobbs was third at lap 30 but struggling more and more while Allen and McRae were moving up at a great pace, the Surtees driver staying ahead of the New Zealander for several laps. Five laps later Hobbs was demoted to fifth by McRae and Allen, who had unlapped themselves by passing Thompson on the road when the Servis Chevron took over the lead for the first time. Most lap charts were thrown into confusion at this point, but fortunately neither the timekeepers' nor the commentator's, so that the final drama was properly conveyed to the spectators.

On lap 38 Hobbs came in for a set of slicks while Holland, after his stop, had re-passed Rollinson who was coming under pressure from Dean, the Yorkshireman having lost a lot of time in the nonsense with Russell but now pressing on well on his intermediates. McRae, having passed Allen, was quickly off after Gethin who was gradually wearing his nearside rear tyre into an unintentional slick pattern. With eight laps to go the gap was minimal and, then just like that, both the McRae and the pursuing Surtees had pushed Gethin down to fourth. Thompson knew he was only on the same lap as McRae and was driving as hard as he knew how but the handicap was too great. Charging on in his inimitable style Cassius broke the F5000 record by reducing it to 42.4 s and took over the lead on lap 46. All this was too much for the officials who allowed the winner to carry on for a 51st lap before waving the chequered flag at Thompson who had barely managed to hold off his team mate. Thompson was given the garland and kisses, everyone shouted at everyone else and the timekeepers quietly checked their figures and confirmed that McRae was the winner, with Thompson, Allen and Gethin completing the full distance.

Dean was given fifth with 49 laps completed having passed Holland during the closing stages while Rollinson lost another lap as his front nearside tyre scrubbed away its tread. Santo and Baker also ran non-stop for 48 laps while Hobbs was tenth, two laps farther back. Brown, 11th, obviously found the conditions a little strange while Hyams was never in the picture and stopp-d



Holland and Allen lap Hyams' Lola with Hobbs in the distance.

when the timing chain broke. Clive Santo, with the ex-van Lennep, championship-winning Surtees TS11 with Smith power was a whole second slower but was still just in the fast group. Jack Russell's McRae GM1 with Smith power should have been there too but his time of 48.0 s was a result of stripping third gear in the first session.

Leading the rest was Clive Baker, who has persuaded his local authority to sponsor him and now carries "Come to Torbay" slogans all over his ex-Keith Holland McLaren M10B which was running a very tired Chevrolet bitza which had seen better days. Australian Colin Hyams had a very nice looking Lola T330 which was gradually stripped of its smart engine cover before the Bolthoff, fuel-injected Chevrolet could be persuaded into life by which time Hyams had little chance to learn the circuit and was left with a best lap of 50.8 s. Bob Evans was only 0.2 s slower than this in the first session with the Alan McKechnie-entered, STP-sponsored Trojan T101. In the second session Evans was almost immediately sidelined when the black box ignition system failed and his RES Chevrolet went silent. Sharing the back row with Evans was John Bowtell, former driver of a Lola T142 and now armed with the ex-Jack Lilley/Jake Allport (who?) McLaren-Rover which we think started life as an

it had stopped raining and the American went the whole hog and reverted to slicks. After that he drove a fast race but finished, inevitably, a hopeless last, many laps behind.

Gethin charged off into the lead pursued by Scheckter while the first lap was completed with this pair already pulling away from Holland, Hobbs, Thompson with McRae sixth and falling back. By the second lap Gethin was already opening up a noticeable gap to Scheckter while Thompson was challenging Hobbs hard for fourth. McRae had slipped to eighth behind Rollinson and Dean and was soon to be deposed by Russell, who had been penalised 10 s for start-jumping, and Evans who was going very well from his position on the back row. Baker, Allen, Edwards, Santo, Hyams, Brown and Bowtell completed the field.

First to go was Russell who became involved in a Dean twitch at Gerards on lap 4 and spun into the bank: "Remember it wasn't poor old Jock's fault this time!" quoth the unlucky Scot. Two laps later Edwards found himself slithering helplessly into the barrier at the hairpin on his slicks and the Barclays Lola was in another sort of bank and out before it could invest in its dry tyres. Meanwhile Thompson was pressing on, having displaced Holland from third on lap 5. Arriving at the hairpin under pressure from



to change a puncture without altering the overall picture very much. What a pity it had to rain before the start, but it certainly made for an eventful race.

## FORMULA ATLANTIC

The rain had established itself well enough by the time the second round of the BP Formula Atlantic championship was due to start to ensure that everyone was on wets and at least the weather stayed consistent for this one. Track conditions had not quite been good enough in practice to permit lap record times but David Purley's March 722, with a time of 44.2 s was only 0.2 s slower than Cyd Williams's 1972 figure. This time was later equalled by John Nicholson in the Pinch Plant Lyncar while Colin Vandervell's Team Triplex March 73B completed the front row, 0.2 s slower. Vandervell's time was equalled by John Lepp in Derek Buller-Sinfield's Chevron B25, wearing blue bodywork this week, and Cyd Williams was alongside in Graham Eden's Brabham BT40 on 44.8 s.

That was the dry form but in the wet it was Cyd from the first corner where he just drove round the outside of Vandervell and Nicholson, dealt similarly with Purley at the Esses and disappeared into the distance, or so it seemed. The gap to Purley and Vandervell looked huge, particularly while Vandervell had to be content with third. However, on lap 9 the Triplex car was up to second and the chase after Williams was on. To begin with the gap remained constant at four or five seconds and Vandervell supporters thought their man had left it too late. Suddenly, with only five laps to go, the gap shrunk dramatically and the March was right with the Brabham. With two laps to go Vandervell had the race in the grasp but it was still Cyd who led into the hairpin for the 18th time. Alas, the Brabham's throttle stuck open and the red car slid into the barrier on the outside, breaking a front wishbone and putting Graham Eden's man out of the race.

Vandervell, by this time comfortably ahead of Purley, came home a McRae-like winner while Nicholson took a distant third after a race-long struggle with Jas Patterson's March 722, Tom Pryce's Royale RP12A and Lepp, who had earlier looked set to take over command of the group until a misunderstanding with a back marker. Ken Bailey's March 722 led the lapped finishers after catching Jim Murdoch's Tui BH2 towards the end while Stephen Choularton's March 73B caught up well after a first lap spin to come from last to ninth by the finish. Chris Meek retired the Tate of Leeds Motul M1 with odd handling, possibly a result of a coming together with Mike Mather's March 722 at the start. The hard-trying Mather later retired with a defective clutch.

## FORMULA FORD

Wolverhampton's Derek Lawrence found the wet conditions no problem with his Smallman Oils-sponsored Dulon MP15 in the 20 lap BOC Championship final, and in winning the race, Lawrence now moves to top of the table in the BOC series.

With the Howard Drake discovering a weak drive-shaft on his Royale RP16 which could not be replaced in time, pole position for the first Formula Ford heat was left vacant. Formula Ford man-of-the-moment Dick Parsons inserted his elderly Royale RP3A in to the lead at the Esses on the first lap from Roger Manning's Elden and proceeded to establish a comfortable lead. That is until third row occupant Derek Lawrence took over second place from Chris Woodcock's Merlyn Mk 20A on the seventh lap, and closed to within striking distance of the Royale. But a dithering back-marker at the Esses put pay to any late bid from Lawrence and while Parsons took the heat win, Lawrence had Woodcock's Merlyn breathing down his neck at the finish.

Donald Macleod was not given a chance to hang on to his lead in the BOC series, for his old Merlyn ran its bearings in practice for the second heat, which turned out to be the last race run on a dry track. Stephen

South jumped the start with his Ray, for which he was penalised 10 s, but still had to work hard to stay ahead of Syd Fox's Hawke and Peter Harrington's Cougar, and when South slipped wide at the Hairpin on the sixth lap, the Scunthorpe man Harrington went through in to the lead from Fox. Not to be outdone South tried to regain the lead he lost, but when all three cars lined up abreast on Stebbins Straight, Fox was sent hunting in to the weeds out of where he emerged in fifth place without the Hawke's nosecone. With some alarming chopping-up tactics at Devil's Elbow, Harrington and South continued to swap the leading position with the Cougar coming out of the Hairpin ahead on the last time to take the flag, but with South's penalty he dropped to sixth on the road anyway. This was brought up to fifth once Tiff Needell had been disqualified from his safe fourth position as the Lotus driver lost his visor on the grid and was continually black flagged as it's a bit dangerous to race without one. Needell always managed to look the other way when the black flag was shown, but the officials were having none of it and promptly disqualified him. Robert Arnott made excellent progress with his Merlyn Mk 24 from the back row to finish behind Needell, but with South penalised and Needell thrown out, Arnott found himself in second, having passed Mike Young's Hawke on the last lap.

On a streaming wet track, the 20 lap final was quite a tame affair. Harrington's Cougar rushed off in to the lead until Parsons' Royale motored by in to the Esses, but Lawrence soon changed all that by passing Harrington on the second lap and relieving the lead from Parsons on the third. From then on, the orange Dulon disappeared in to the distance with Parsons ensconced in an equally convincing second place, which left the best dice for third with Harrington having a hard time to hold off Roger Manning's Elden. Time and again the Elden tried to get by, finally doing so on the 13th lap with both getting well crossed-up at the Hairpin. The Cougar didn't lose touch with the Elden until the 17th tour when it was baulked and that gave Manning the opportunity to pull clear. Syd Fox's Hawke held fifth place before Arnott's Merlyn came up to challenge it and on the 13th lap the red Merlyn took over the place, soon after which Fox disappeared in to the pits with a deflating tyre. Arnott nearly lost his fifth place however, for on the 17th lap he spun coming out of the Hairpin to rejoin just ahead of Roger Bruce-White's crossbred Dulon, which had moved up from 15th on the first lap and lost out to Arnott by a fifth of a second. Young's Hawke wasn't far behind them either, while South never really featured this time being in a lowly eighth place. The Merlyns of

Woodcock and John Crowe were well up in this bunch but the former pitted with a sick engine and the latter, spun, an error which also afflicted John Bicht's Hawke.

## PRODUCTION SPORTS

Nick Faure's Porsche Carrera RS strolled to its third successive STP production sports car win, in the most tedious race of the day.

With five cars spread out in the three biggest classes and another five in the highest class, very little was expected of the race anyway. Faure established a vast lead from the outset while Shaun Jackson made a leisurely start from the front row with his Triumph TR6 to hold third place behind Roger Smith's Elan Sprint, which was the only runner in its class so scored no points anyway. Jackson soon took over second place while Smith was eventually demoted to fourth by Alan Minshaw's Porsche 911E which had gearbox problems at the start but once going, soon picked up places to claim third. A lap down, three Midgets claimed the first three positions in the economy class, Geoff Till easily outpacing Andrew Chatburn and Terry Hathaway. Unfortunately, the entire proceedings seemed more like a procession of course cars.

## SPECIAL SALOONS

Twenty-two-year-old top Mini exponent Rob Mason used his DP&J motors 1-litre Mini Clubman to take a convincing win over the bigger-engined cars in the very wet MCD special saloon championship round.

From the second row, Mason did very well to get his Pete Vickers-tuned Mini Clubman into the lead by the time the cars reached Gerards, and thereafter he simply romped away from his opponents. Forty-year-old Tony Sugden installed his Escort TC into second place, not so far ahead of Bob Fox's Mini Clubman t/c but once Ray Edge's 1-litre Holbay Ford-engined Mini had taken fourth place away from Michael Hamlyn's 1.3 Cooper S, Edge moved right up on to the tail of Fox, but never managed to get by.

After his impressive performance Mason nearly lost the race in the last few yards. Coming out of the Hairpin, the Mini got itself stuck in first gear and Rob had to tour to the finish, getting to the line inches ahead of Sugden, with Edge dropping back from third man Fox on the last lap. Hamlyn was a lonely fifth, but at the finish was not very far clear of Dave Millington's Firenza which had worked up well from the sixth row—sometimes getting incredibly sideways—to take over sixth on the last lap from Peter Baldwin's 1-litre Mini with another top 1-litre exponent Sedric Bell having to make do with ninth in his Mini-Ford behind Bernard Bird's 1.3 Cooper S. Trevor Willcocks' Vickers-tuned Mini dominated the 850 class.

### Rothmans European Formula 5000 Championship, Round 2

Mallory Park, April 1, 1973  
50 laps, 67.5 miles

1. Graham McRae (McRae-Bartz/Chevrolet GM1), 41 m 23.2 s, 97.85 mph;
2. Steve Thompson (Chevron-RES/Chevrolet B24), 41 m 48.8 s;
3. Ray Allen (Surtees-RES/Chevrolet T58A), 41 m 49.2 s;
4. Peter Gethin (Chevron-Smith/Chevrolet B24), 42 m 12.4 s;
5. Tony Dean (Chevron-Morand/Chevrolet B24), 49 laps;
6. Keith Holland (Trojan-Smith/Chevrolet T101), 49 laps;
7. Alan Rollinson (McRae-Molloy/Chevrolet GM1), 48 laps;
8. Clive Santo (Surtees-Smith/Chevrolet TS11), 48 laps;
9. Clive Baker (McLaren-Bitza/Chevrolet M10B), 48 laps;
10. David Hobbs (Lola-Morand/Chevrolet T330), 46 laps;
11. Bobby Brown (Chevron-Morand/Chevrolet B24), 45 laps;
12. Colin Hyams (Lola-Bolthoff/Chevrolet T330), 37 laps;
13. John Bowtell (McLaren-Lilley/Rover M10B), 35 laps;
14. Brett Lunger (Lola-Morand/Chevrolet T330), 34 laps.

Fastest lap: McRae, 42.4 s, 114.62 mph (record).  
BP Formula Atlantic Championship round (20 laps): 1. Colin Vandervell (March-Smith 73B BDA), 18 m 36.6 s, 87.05 mph; 2. David Purley (March-LEC 722 BDA), 18 m 42.2 s; 3. John Nicholson (Lynca-Nicholson BDA), 19 m 19.2 s; 4. Jas Patterson (March-Hart 722 BDA), 19 m 20.8 s; 5. Tom Pryce (Royale-RES RP12A BDA), 19 m 21.0 s; 6. John Lepp (Chevron-Smith B25 BDA), 19 m 22.0 s.

Fastest lap: Vandervell, 53.6 s, 90.67 mph.  
BOC Formula Ford Championship round, heat 1 (10 laps): 1. Dick Parsons (Royale RP3A), 8 m 44.2 s, 92.71 mph; 2. Derek Lawrence (Dulon MP15), 8 m 46.6 s; 3. Chris Woodcock (Merlyn Mk 20A), 8 m 47.0 s; 4. John Crowe (Merlyn Mk 17/20), 8 m 53.8 s; 5. Pete Clark (Crossle 25F), 8 m 57.0 s; 6. Dennis Shattuck (Elden Mk 10), 8 m 57.4 s.

Fastest lap: Lawrence, 51.0 s, 95.30 mph.  
BOC Formula Ford Championship round, heat 2 (10 laps): 1. Peter Harrington (Cougar 73F), 8 m 45.8 s, 92.43 mph; 2. Robert Arnott (Merlyn Mk 24), 8 m 50.6 s; 3. Mike Young (Hawke DL10), 8 m 51.4 s; 4. Syd Fox (Hawke DL10), 8 m 54.2 s; 5. Stephen South

(Rayford 73F), 8 m 56.0 s; 6. Sonny Eade (Merlyn Mk 20), 8 m 57.8 s.

Fastest lap: Arnott, 50.6 s, 96.05 mph.  
BOC Formula Ford Championship round, final (20 laps): 1. Derek Lawrence (Dulon MP15), 19 m 51.4 s, 81.58 mph; 2. Dick Parsons (Royale RP3A), 19 m 57.8 s; 3. Roger Manning (Elden Mk 10), 20 m 00.2 s; 4. Peter Harrington (Cougar 73F), 20 m 01.6 s; 5. Robert Arnott (Merlyn Mk 24), 20 m 14.2 s; 6. Roger Bruce-White (Dulon LD9/15), 20 m 14.4 s.

Fastest lap: Lawrence, 58.2 s, 83.50 mph.

STP Production Sports Car Championship round. Overall: 1. Nick Faure (2.7 Porsche Carrera RS), 10 m 27.8 s, 77.41 mph; 2. Shaun Jackson (2.5 Triumph TR6), 10 m 52.4 s; 3. Alan Minshaw (2.2 Porsche 911E), 11 m 00.4 s; 4. Roger Smith (1.6 Lotus Elan Sprint), 11 m 07.0 s.

Over £3,000: 1. Faure, 77.41 mph; 2. Minshaw. Fastest lap: Faure, 59.8 s, 81.27 mph.

£1,625 to £3,000: 1. Smith, 72.86 mph. Fastest lap: Smith, 1 m 03.2 s, 76.90 mph.

£1,200 to £1,625: 1. Jackson, 74.49 mph. Fastest lap: Jackson, 1 m 03.0 s, 77.14 mph.

Up to £1,200: 1. Geoff Till (1.3 MG Midget), 69.10 mph; 2. Andrew Chatburn (1.3 MG Midget); 3. Terry Hathaway (1.3 MG Midget). Fastest lap: Till, 1 m 06.0 s, 73.64 mph.

MCD Special Saloon Championship round. Overall: 1. Rob Mason (1.0 Mini Clubman), 10 m 36.0 s, 76.41 mph; 2. Tony Sugden (1.9 Ford Escort TC), 10 m 36.4 s; 3. Bob Fox (1.3 Mini Clubman t/c), 10 m 37.2 s; 4. Ray Edge (1.0 Mini-Ford), 10 m 44.2 s.

Over 1300 cc: 1. Sugden, 76.37 mph; 2. Dave Millington (2.2 Vauxhall Firenza); 3. Tony Mann (1.7 Ford Anglia).

Fastest lap: Sugden, 1 m 01.8 s, 78.64 mph.

1001 to 1300 cc: 1. Bob Fox, 76.27 mph; 2. Michael Hamlyn (1.3 Mini-Cooper S); 3. Bernard Bird (1.3 Mini-Cooper S).

Fastest lap: Fox, 1 m 02.0 s, 78.39 mph.

851 to 1000 cc: 1. Mason, 76.41 mph; 2. Edge; 3. Peter Baldwin (1.0 Mini-Cooper).

Fastest lap: Mason and Edge, 1 m 01.6 s, 78.90 mph.

Up to 850 cc: 1. Trevor Willcocks (846 Mini); 2. Alan King (848 Mini); 3. Shaun McKenna (850 Mini).

Fastest lap: Willcocks, 1 m 05.4 s, 74.31 mph.





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## The lemmings

If John Surtees is to be believed (*Purely Personal*, March 22) the ever-growing band of constructors wishing to build F1 and F2 cars is all related to the lemming family and hell bent on financial suicide. I feel sure that the realists among his readers (those able to hold back the tears) will accept that while there are certain events where the constructor/entrant loses money, they and their star drivers do, on balance, take a considerable sum out of the sport, whether directly or by other means.

I find it strange that J. S. should choose to ignore the role of the spectator in motor racing finance. Has it not occurred to him that if more of the income from motor racing was diverted to improve the almost non-existent spectator facilities at most of our circuits we should see larger crowds, which would in turn greatly improve that "percentage of the gate" offered to entrants at Mallory Park and other circuits.

While accepting the problems of development, etc., of F1 cars, I think it would be difficult to attract and hold new followers to top class motor racing if there were only two F1 races a year in the UK, particularly in view of the almost total lack of reporting of foreign events by the mass media. It would be a hard task for the promoters to maintain any continuity of interest among the public at large, unless one could see, or at least hear about F1 events fairly regularly. It is the top end of any sport that attracts the most attention and unless you get the support there, there is not much hope of a bigger following for the lesser formulae. Incidentally, it seems odd the J.S. should knock F5000 with its relatively low development and maintenance costs while at the same time bemoaning the high cost of F1 and F2.

The point I have tried to bring out in this epistle (you thought I would never get there) is that in whichever direction motor racing finally goes it will in the end be the spectator who pays for it all and it would therefore be in everybody's best interest to think a little more about those that provide their daily bread.

EPSOM, SURREY.

D. M. MAJOR.

## Good point

With reference to your headline on page 3 of the March 22 issue, may I ask why Stewart heads the Silverstone entry which includes the current and two other former world champions.

UPWELL, CAMBS.

D. S. GRAY.

## A lot of baloney

I feel compelled to comment on the repugnant end to the March 22 *Editorial*. I have supported the sport for quite a number of years, and still do support it, despite the sickening elements of claptrap and hysteria which have entered in recent times. When I attend a meeting, my sole intention is to watch motor racing, this having, I feel, sufficient fascination on its own, without the need for artificial "attractions."

If motor sport is to survive, then I feel that by relying on the young, "trendy," claptrap orientated element, as you would seem to suggest is desirable, is to live in a fool's paradise, as these types are notoriously fickle ("here today and gone tomorrow" when they become bored). If they had any real feeling

for motor sport, they would come anyway, without the need for all this nonsense.

Regarding your comment about true enthusiasts being driven away, I would say that I can understand the feelings of those who are, and feel that they shouldn't just be dismissed, as you would suggest. It takes much to drive away a dyed-in-the-wool enthusiast, so perhaps we should find out why. Recent events have not helped, ie, perfectly good vantage points are removed from circuits in the cause of Armco hysteria, leaving wonderful views of drivers' heads. The result — people stay away in disgust, and the cry goes up, "Falling gates — why?" When one reads of fatal accidents involving the much vaunted Armco and the mindless extent of its use, it all seems so pointless.

I think the reason for many people's disenchantment arises from the bureaucratic attitude of the sports governing body, and the often totally unnecessary and unpopular actions taken without recourse to reason. (Could deformable structures be another hysteria-inspired decision? John Watson might agree.)

How can we foster true interest in the sport if the emphasis is not on the sport, but on stupid sideshows. The future of the sport depends upon a true understanding of it, and a genuine appreciation of its history. If we rely totally on the 5 m wonder crowd, when they are gone, who will be left?

The proper way would seem to be to stimulate the sport — longer races, pit stops (not artificial ones) arising as a result, road racing, long distance sports car racing, day and night, etc. Stopping races such as the BOAC 1000 is a negative retrograde step. Increased, intelligent newspaper and TV coverage would help.

Motor racing can stand on its own, must do to survive, but if it has reached the stage where it depends on a lot of baloney to keep it going then God help it!

BARKING, ESSEX.

J. R. BELLAMY.

## For the better

I have just returned from the BP Formula Atlantic meeting at Oulton Park (March 25) and I would like to congratulate the circuit owners on the improvements which have been made during the winter. A viewing bank for spectators has been constructed along the Avenue and this has greatly improved spectator viewing in this area. It is now possible to see all the way from the exit of Old Hall to the straight going out towards Island Bend, and also down Hill Top to Knickerbrook. However, I would like to suggest that if the scale and quality of Oulton Park race publicity were increased to the level of other MCD-owned circuits, an increase in attendances would surely result. As some of the major meetings are now to be on Sundays, increased attendances will be even more likely. It is nice to see that the circuit owners having brought the circuit up to the required safety standards, are beginning to improve the spectator facilities.

NEWCASTLE, STAFFS.

J. EERRINGTON.

## Quite memorable

Congratulations to the BARC and the competitors for what was a quite memorable opening meeting of 1973 at Thruxton. A high crowd turned out in strong winds and rain squalls, but few can have been disappointed. The standard of entertainment was such that if this is a foretaste of things to come it's going to be quite a year.

There was an amazing display of wet weather driving on slicks by Gerry Marshall, the first time in living memory that anyone has managed to complete a whole lap of Thruxton sideways. There was the hilarious sight of John Webb rolling his Communist comrade carrier base over balalaika in a frantic effort to catch a fleeing Lanfranchi. And then there was Damien Magee, incredibly leading the F3 race with a clapped out engine, a three-year-old spaceframe, and the kind of guts and determination that used to symbolise drivers like Moss. Inevitably, of course, he came off, and Brise drove away to a very professional win, but one day I hope Magee will find a fairy godsponsor who will supply him with the competitive equipment he deserves.

SOUTHAMPTON.

P. J. LOVE.

## Clan: continued

As a person who first started to get interested in motor sport in the early 50s I am getting worried that our new-found liaison with mainland Europe is beginning to effect our own sense of reason and fairplay.

You may recall that it was the continentals who went in for all this sculduggery with the regulations. We all complained bitterly when Chapman's Lotus 23s were banned from Le Mans. When the Minis won the Monte and were disqualified we all cheered at the London Palladium when Paddy's little red wonder car appeared on the stage. Are the British getting as petty as the foreigners? By all accounts the Clan is a production entity, and good luck to it. Let it be homologated!

Gary Taylor is reputedly the secretary of the Ginetta Owners' Club. He seems to be spending a lot of his, or someone's, money on discrediting Clan. Is this motor sport or industrial warfare?

May I also congratulate Peter Browning and the BRSCC on their decision to allow the Clans to run in the first production sports car round. They are obviously satisfied that the cars are genuine production vehicles and they must be applauded in allowing this go-ahead British manufacturer to help increase the grids and lend even more interest to a new formula. I note that none of the competitors raised any objections, and after all the BRSCC is a members' club and quite entitled to allow into its competitions any cars that satisfy the members' requirements.

MOSELEY, BIRMINGHAM.

WARREN GEE.

## Drivel

I feel I must reply in defence of Mike Wilds who was mentioned in *Correspondence* (March 22). For some reason, spectators like Leo Mann, who are too far away from incidents, voice an opinion which is nowhere near the facts.

For Mr Mann's information I was at the marshals' post, Paddock Bend, and saw the whole thing. First, observers and marshals at this post lodged a complaint, and drivers and mechanics on the stand, including a Formula 1 driver, wanted to be witnesses on Wilds' behalf. But the stewards felt they had enough for the case.

To prove Wilds was in the right it is known that Mr Magee was man enough to apologise at the following meeting at Silverstone, and ask Wilds to forget the incident. I hope this letter will stop people like Leo Mann writing such drivel without the facts.

CHERTSEY, SURREY.

JOE BRISTOW.



# PURELY PERSONAL

## Outsider looking in

First off, a little bit on motor racing, which as a subject is not an obvious choice for me. If I have a sport "scene" it is rally orientated. Since joining the staff of this magazine a little of my old schooldays' enthusiasm for purist racing cars has returned. Enough to necessitate an uncomfortably early exit from a warm bed on a bitter Sunday morning to spectate at Brands Hatch for the Race of Champions. I thoroughly enjoyed the experience.

Born and raised in respectable Edinburgh I spent many entertaining Sundays at Charterhall, a disused airfield circuit, covered in cowdung, near Greenlaw in Berwickshire. Everything memorable happened there—I ate my first ice lolly with icecream inside; got attacked by hailstones the size of golfballs, etc. As for the motor racing, Charterhall (well ahead of its time) seems to have been the original prototype for the new super-safe tracks being built everywhere except the UK. In other words, the crowds (or more correctly "we enthusiasts") never saw any racing from close quarters, or much close racing either, and if the wind was blowing the wrong way we couldn't even hear the cars.

Bearing in mind my wellie boots-and-binoculars spectating childhood, I was really looking forward to Brands Hatch. A famous circuit, real F1 cars and all. On turning off the A20 that Sunday morning, you guessed, a quick mental re-think and it was just like a trip down memory lane. Dust blowing, tripping over lumps of broken tarmac. In fact Brands has a much greater selection of lop-sided sheds in every stage of dilapidation than Charterhall could ever muster. The track at Brands did look to be in much better condition than the old grass-covered runways. I noticed one or two undulations though, especially when the cars came out for a quick squirt round during the morning. Some

of the F5000s were grounding on the straight bit before Paddock and the little glowing balls of molten alloy looked quite spectacular. Altogether a very enjoyable, but eye-opening, day.

Talking about Scottish circuits, Charterhall is of course now defunct, but there is Ingliston, a track with really superb amenities and easy access from the population centres of Scotland. I used to watch with the faithful at Ingliston but my interest dwindled after the first few meetings. Ingliston was just too much like a Triang slot-car layout. The racing there is, by nature of the narrow track and tight corners, almost certain to be close and exciting, every race. It is just unfortunate that the limitations are such that there it could never hold a satisfactory F2 or F5000 race. For me, Ingliston is like listening to your favourite long-player with a crack running through it. I'd rather not play it at all.

## Rally trends look to the USA?

What will be the next rally trend? Discounting, for now, the excellent fresh interest stimulated by the several well-sorted championships we have here, there have been overall trends this past decade. European speed events were perhaps at the height of their mass popularity at the time of the Monte Mini successes. After that the scene switched to the ultra long distance events with the 10,000-mile Daily Express Marathon followed by the 16,000-mile Daily Mirror World Cup Rally. Now, temporarily, rallying is out of the public eye again.

There is more diversity of late, with some interesting experimentation like the studless Swedish, forthcoming Avon/Motor Tour of Britain and a great proliferation of stage rallies—if anything too many short ones and not enough events of a longer duration. By my reckoning some form of this experimentation, perhaps not even yet tried, will blossom into a trend.

According to the sociologists, we are well on the way to what should become more diverse and interesting times ahead. In my philosophy rallying can look forward to a bigger, better, wider cross-section future. The pace of life is increasing year by year and the very effects of an ever more up-tempo "rat race" will mean a continued increase in casualties, people not quick enough to adapt, accept or opt to a slower sub life style. In the context of rallying that situation just about guarantees more supporters and participants. For the survivors, there can be few better ways of releasing the pent-up frustrations of conforming than going hell-for-leather along a forest track with the added exhilaration of the unknown lying in wait. Of course many other sports will benefit too from the combination of increased leisure time and the psychological need for a "way out." As an early example, football, once the number one sporting aspiration of youngsters, is, overall, waning in popularity these days. Sports with greater elements of speed, reaction and danger are gaining in popularity.

Equally predictable is the forecast that there will be future trends. But what it is that will next capture the public imagination—we will just have to wait and see. Sticking my neck right out, I will give a personal prediction, without date.

Looking to America, with the Press on Regardless having full championship for makes status this year, I think that the USA will go all the way to taking the lead in rally ideas. Besides the Press on Regardless, more and more individuals are attracted to anything-goes events like the Baja 500—or the hilarious east to west coast "race" reported last year by Car and Driver magazine, where a duel developed between a Ferrari and a camper. I would like to see this type of event catch on, with good organisation and a more safety-conscious format.

## Bye, bye, Bill

I recently had the privilege to attend a dinner at London's Cafe Royal given by Ford as part of a tribute to the superhuman work of their erstwhile rally manager, Bill Barnett. Bill is leaving Competitions at Boreham to take up a new post as head of Corporate Identity for the company. It sounds like the most complicated job imaginable.

With Ford integrating and standardising on passenger car assembly in production plants here, Belgium, Germany and so on, plus their commercial vehicles and a whole lot more besides, it appears that Bill will have to manage and generally guide thousands of spheres within spheres, blending many different transient structures to an acceptable and recognisable whole.

Somehow I can't imagine Bill having any trouble with that lot. He has managed to stage simultaneous happenings, comings and goings, at predetermined points on the planet Earth for many years now and they have always achieved just one cause from many effects. That has been to have Ford cars go just a little bit longer and quicker than any others to win yet another major rally.

With the longest rally ever, the 16,000-mile World Cup, plus the 1972 Safari and RAC history-making results as just three of many events to his credit, Bill Barnett is surely moving on with a unique qualification, and honours plus degree, to his new Corporate Identity post.

**Ian Sadler**

Bill Barnett looks through a souvenir scrapbook with (left to right) Walter Hayes, personal secretary Pam Goate, Martyn Watkins, Bill Meade (obscured), Brian Melia and Mick Jones.







# Jim Clark: Five years after

By MIKE KETTLEWELL

Jim Clark was born in Kilmany, Fifeshire, on March 4, 1936, the only son of a Scottish farmer; he had four older sisters. His interest in racing developed from a trip to Ireland in 1951 with his brother-in-law, Alex Calder, who raced a Brooklands Riley 9 at Dundrod. James Clark senior, his father, owned two large farms, one at Edington Mains at Berwickshire where he lived. Jim became a shepherd on leaving school and kept his interest in farming even after he became World Champion. As a 17-year-old he had a reputation for burning up the local roads. He met Ian Scott-Watson at the Young Farmers' Club and the two became great friends. Clark rallied a Sunbeam Rapier and later a Triumph TR3; he also drove or navigated Scott-Watson's DKW saloon.

In 1956, aged 20, Clark took part in his first race at a now defunct Scottish circuit, Crimond. Scott-Watson had entered the DKW in two races and he asked Jim if he would like to drive in one. At first Clark declined, but he borrowed Scott-Watson's helmet and gloves and on the first lap was 3 s quicker! Jim took part in various club events—gymkhanas, sprints, rallies and hillclimbs. His fourth-ever race meeting was at the end of 1957 in Scott-Watson's new Porsche 1600S. At the bleak Charterhall circuit he was third in one race, second in another and winner of the BMRC Trophy handicap final.

That performance earned Clark a place in Jock McBain's amateur Border Reivers team and Scott-Watson was taken on as manager. McBain purchased a 3.4-litre Jaguar D-type previously raced by Henry Taylor. On April 5, 1958, the team ventured to Yorkshire's Full Sutton airfield on one of the coldest days ever for a club meeting. Clark won two races and established a circuit lap record of 103.80 mph (167.05 km/h); this thrilled McBain so much that he immediately entered for the Spa Grand Prix sports car race in Belgium on May 18. An entry for the road-going Porsche was made in the supporting GT race.

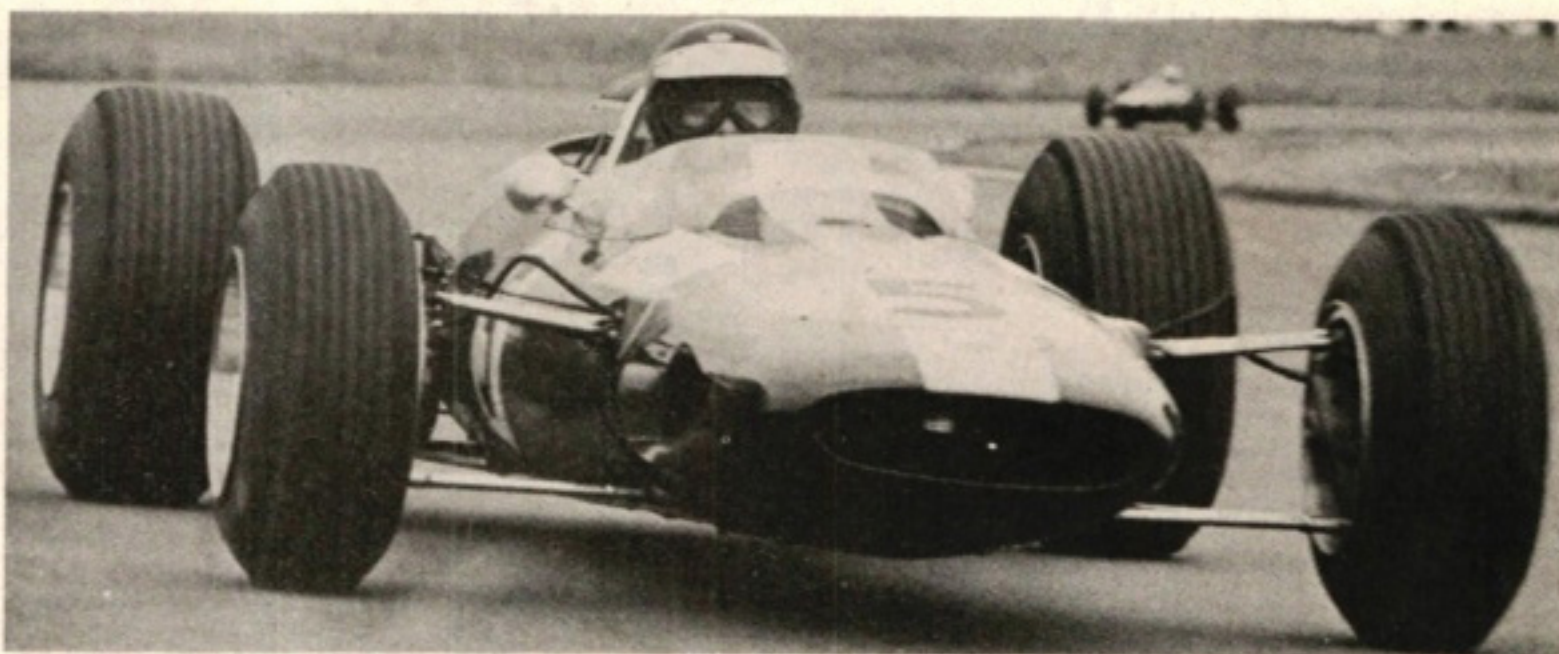
The 8.76-mile (14.0 km) Francorchamps circuit was a challenge after the airfield perimeter tracks with which Clark was familiar in Scotland and the north of England. Here was Clark in Belgium and he had not yet raced on Britain's major tracks such as Silverstone, Brands Hatch, Goodwood, Aintree or Snetterton! In the preliminary GT race Clark was fifth in the 2-litre class behind three AC Ace-Bristols and another Porsche. With the Jaguar Clark was eighth behind well-known international names Masten Gregory, Paul Frère, Carroll Shelby, Ivor Bueb, Lucien Bianchi, Freddy Rouselle and Jack Fairman with their team cars. This was the race in which Lister-Jaguar driver Archie Scott-Brown was killed, something which saddened Clark immensely.

Successes with the Jaguar and the Porsche continued at club meetings in Scotland and the north of England. Jock McBain considered purchasing a Formula 2 Lotus 16-Climax for 1959 and Clark ventured to Brands Hatch in October 1958 to test the works car. In his first-ever single-seater outing and on a strange circuit, he lapped only 2.6 s slower than team leader Graham Hill. But later Hill rolled the car when it lost a

"Racing is a dangerous business, and the longer you continue the greater the chances are of something going wrong. . . ." So said Jim Clark in a magazine interview early in 1963, five years before his death. Now, five years later, the motor racing world has changed completely yet the legend of Jim Clark continues as strongly as ever. After Stirling Moss's accident at Goodwood in April, 1962, Clark was acknowledged to be the best driver in the world. He won the championship only twice, in 1963 and 1965, but was a strong contender in 1962, 1964 and 1967. Clark's record of 25 Grand Prix wins remains unsurpassed. Why did he race? He explained, "I like to get a car to go to its limit—but driving it properly. It's good to feel that you are driving a car at its absolute maximum, and yet know that you are still master. And, like anyone else, I get a great kick out of winning."

Today people are still inclined to put Jim Clark's name at the top of the list of motor racing's greatest drivers. Above names like Juan Manuel Fangio, Alberto Ascari, Giuseppe Farina and Tazio Nuvolari. Some also feel that he would be tops today, outpacing even Emerson Fittipaldi, Jackie Stewart and Jacky Ickx.

Michael Kettlewell re-examines the background and career of the great driver who died five years ago this weekend.



Familiar sight: Clark en route to a GP victory. Here he drives a Lotus 33 in the 1965 British GP at Silverstone.

wheel and Clark decided against buying one; instead Scott-Watson ordered a pre-production Lotus Elite for 1959 and McBain bought the ex-Bruce Halford Lister-Jaguar, an old but still competitive piece of machinery.

First outing with the Elite was at Brands Hatch on December 26, 1958. It was a memorable occasion as Clark led the GT race from none other than Colin Chapman himself! However, a backmarker spun, hit the Elite and dropped Clark to second. Clark drove both the Lotus Elite and the Lister-Jaguar in 1959, once more concentrating on Scottish and north of England events but also venturing south to Brands Hatch, Snetterton and Goodwood. The Elite was run at Le Mans with John Whitmore as co-driver and, despite starter motor problems, the pair finished 10th and second in class.

For the 1959 Tourist Trophy World Championship sports car race at Goodwood Clark won his first "professional" drive: he was paired with Masten Gregory in the Ecurie Ecosse Tojeiro-Jaguar. Clark was worried about his inclusion in the team: he still was not too sure about his ability, but at Good-

wood he drove with supreme confidence, cheered by the fact he could lap as fast as Gregory. They were running seventh when Gregory totally demolished it. It was one of Masten's acrobatic accidents: before the car had even hit the bank he was standing up in the seat so that upon impact he was catapulted out to escape fairly lightly (broken collar bone). The season finished with Clark's first single-seater race in a BMC-engined Formula Junior Gemini Mk 2 at Brands Hatch on December 26. He retired after an uncomfortable ride in an ill-fitting car. In the GT race Clark crashed the Elite at Paddock Bend. It was his first racing accident and he put it down to lack of concentration.

Jim Clark had reached the cross-roads in his racing career. Up until now he had raced as an amateur, giving up his weekends to compete at the circuits, hillclimbs and sprints for hardly any financial reward—he was lucky to receive expenses to cover accommodation. His parents were against his racing and tried to make him give it up. On the other hand people had been taking notice of young James and in February 1960



he arrived at Goodwood for a test session with Aston Martin following a conversation between McBain and Aston's team manager Reg Parnell. Clark drove a 4.2-litre DBR2/420 sports car and impressed. Later he conducted the Formula 1 Aston Martin DBR4/250 and was signed up as works driver alongside Roy Salvadori and Maurice Trintignant.

By a strange coincidence Lotus were testing their Formula Junior Lotus 18-Ford at the same time and Clark was invited to try the car. The result was an offer to drive in the works Formula Junior and Formula 2 Lotus team in 1960—and Colin Chapman also wanted Clark for Formula 1 although he already had Innes Ireland, John Surtees and Alan Stacey on his books with Trevor Taylor on the sidelines. McBain also bought an ex-works Aston Martin DBR1/300 for sports car racing, so for 1960 Clark was a fully-committed professional racing driver.

The name "Jim Clark" was firmly planted on the motor racing map in 1960. Although his plans with Aston Martin fell through when the team withdrew their hopelessly uncompetitive cars after a handful of races (in which Clark did not compete), he was taken on by Lotus from the Dutch Grand Prix onwards; he was a temporary replacement for John Surtees, who still had motorcycle commitments that year. In the Belgian Grand Prix at Farnborough Clark was almost tempted to give up racing altogether. He arrived on the scene of Chris Bristow's fatal accident as the marshals were attending to Bristow's remains. Jim slowed and was overtaken by team-mate Alan Stacey who was later killed when hit in the face by a bird at 160 mph (250 km/h). This news sickened Clark even more, although ironically his place in the Lotus team was now assured.

Back in 1960 the Lotus team was hardly the one for which top drivers queued to join. They had suffered a terrible year in 1959 but had been saved by the introduction of the rear-engined Type 18. Running a three-car team on a low budget meant that preparation wasn't always up to the required standard, and Clark in the third car no doubt suffered more than most. However, he was fifth in Belgium and France and would have been third in the British Grand Prix at Silverstone if the suspension hadn't collapsed. He showed top form at Brands Hatch for the non-championship Formula 1 race in August, battling with World Champion Jack Brabham for the lead, and was a magnificent third in the Portuguese Grand Prix following an enormous practice accident which wrote-off the front-end of the car. Colin Chapman and chief mechanic Jim Endruweit had stayed up all night reconstructing the car.

In Formula 2 Clark won the Kentish 100 at Brands Hatch and in Formula Junior he was joint British Champion with Trevor Taylor. There were criticisms of Clark, a Formula 1 driver, racing in Formula Junior. He counteracted at the time, "They say Formula Junior is to give up-and-coming drivers experience in single-seaters—and I need that experience more than at least six Junior drivers today." Sometimes he was beaten by Taylor. Clark said, "I could think up a whole host of excuses, but Trevor has had a vast amount of experience in 500 cc Formula 3 cars, also in a Formula 2 Cooper in 1959. I had never raced on the Silverstone Grand Prix circuit until May this year."

With the Aston Martin, Clark finished third at Le Mans co-driving with Roy Salvadori. The ex-works DBR1/300 failed to finish most of its other, shorter events.

For 1961 Clark was offered contracts with Ken Gregory's UDT-Laystall team of Lotuses, Reg Parnell's team of Yeoman Credit-sponsored Coopers and Lotus. It was a difficult decision, but Clark eventually plumped for Lotus for a fee of £4,000 as number two to Innes Ireland. He drove the new Lotus 21 in Grands Prix and the 1960-model Lotus 18s in New Zealand formule libre races (later to be known as the Tasman series) and Inter-Continental Formula races in Britain. He drove Border Reivers' old Aston Martin on a few occasions (retiring at Nürburgring and Le Mans) and had two outings in the Essex Racing Team's Aston Martin DB4GTs

in GT races.

However, 1961 was Ferrari's year, the Italian team's powerful V6 Grand Prix cars conquering the unprepared British teams with their old four-cylinder Coventry Climax engines. Clark's only victory during the European season was in the non-championship Pau Grand Prix in April, but he impressed on many other outings, notably at Zandvoort where he finished third, splitting the Italian machines. At the end of the year the Lotus team went to South Africa for a four-race series of Formula 1 races. Clark won three races and new team-mate Trevor Taylor the other with Jimmy second. (Ireland had been sacked by Lotus owing to a clash of personalities with Colin Chapman.) Among the people he beat was Stirling Moss who used a slightly older Lotus.

The 1961 season was also clouded with tragedy. At Monza, scene of the Italian Grand Prix, Clark had made a brilliant start and was well up with the leading squad of Ferraris. On lap 2 all the Ferraris had passed Clark, but he was still in the slipstream of Wolfgang von Trips' car. Into the Parabolica Clark attempted to outbrake the Ferrari. His front wheels were alongside von Trips' rear wheels when the German driver changed line; their wheels touched and the cars spun off the track. Clark's spun along the grass verge, but von Trips' went up the sloped bank and into the wire fence behind which the spectators thronged. Fourteen were killed and von Trips perished when his car bounced back upside-down on to the track.

Jim was deeply distressed about the accident, which he considered was due to von Trips' error in not checking his mirrors.

The German could have won the World Championship that day, and was possibly too concerned about maintaining a leading

position. Clark returned to Britain without making a full statement to the police and the following year he was virtually arrested and questioned for three hours. Because of Jim's reluctance to make a statement some people placed the blame on Clark.

In 1962 Team Lotus had the use of the Coventry Climax FWMV V8 engine in the new Lotus 24 and were competitive again. Clark remained in the team despite tempting offers from Ferrari and Porsche. The season started well with wins in the non-championship Snetterton and Aintree Formula 1 races and a close second at Silverstone when Graham Hill's BRM P56 literally pipped him on the finish line. For the opening World Championship round at Zandvoort, however, Colin Chapman provided a surprise with the unveiling of the monocoque Lotus 25, undoubtedly the trend-setting machine of the 1960s.

With Stirling Moss out of action following an accident at Goodwood, Clark found himself a favourite for the World Championship. He won the Belgian, British and United States Grands Prix but lost the title to Graham Hill when a bolt dropped out of the engine in the final round in South Africa. It was as close as that. The 1962 German Grand Prix Clark considers to have been his hardest-ever race. He had forgotten to switch on his fuel pumps on the grid and the engine stalled as the flag dropped. After one lap he was 55s behind the leaders and, despite being badly baulked, he caught up to fourth place, carving 4s a lap off the leading trio. Four laps from the end, however, Clark slowed his furious pace slightly after a wild 200-yard slide on the wet track but maintained his fourth position.

Also in 1962 Clark drove in the Nürburgring 1000-km sports car race. His tiny Lotus 23



Clark's first major successes were in Ian Scott-Watson's road-going Porsche 1600S in late 1957 (above). In 1959 Clark scored 13 wins with this Lister Jaguar (below).





was equipped with the prototype Ford twin-cam engine and despite its mere 1500 cc Clark was able to outdrive the 2-litre Porsches and 3-litre Ferraris for 12 laps, enjoying a lead of 1½ minutes. Eventually an exhaust leak made him feel sick and when the car suddenly jumped out of gear, causing the rear wheels to lock up, he was unable to control the ensuing skid and finished in the ditch. (Clark's first taste of Lotus twin-cam power came when Colin Chapman lent Clark a Ford Anglia for a 350-mile (560 km) trip to Scotland. Clark anticipated a slow journey until he discovered it reached 95 mph (150 kph) on a short straight, so he stopped, opened the bonnet and saw the twin-cam heads.)

There was no disputing who was World Champion in 1963. Clark won seven of the 10 Grands Prix, four in succession, in the Lotus 25 and was second in the Indianapolis 500-miles on his first attempt with a new Ford V8-engined Lotus 29. He also gained victories with a Ford Galaxie and a Lotus Cortina in saloon car racing, beginning an important association with Ford.

In 1964, now Jim Clark OBE, he won the Belgian, Dutch and British Grands Prix and would have been World Champion once more if his engine had not blown up halfway round the final lap of the last championship race, the Mexican Grand Prix. Tyre trouble dropped his Lotus 34-Ford out of the Indianapolis 500, but he won six Formula 2 races with the new Lotus 32-Cosworth. He was also British Saloon Car Champion with the Lotus Cortina, thoroughly entertaining the crowds with two-wheel cornering antics.

But 1965 was Jim Clark's greatest year. He opened the season by winning the Tasman Cup series with a Coventry Climax-engined Lotus 32B, won six out of the 10 Grands Prix to become World Champion for the second time and winning the Indianapolis 500 in his Lotus 38-Ford after leading almost the entire distance. Clark's average speed of 150.686 mph (242.51 kph) was a new race record. In Formula 2, driving Ron Harris' works-backed Lotus 35-Cosworths, Clark won at Pau, Crystal Palace and Brands Hatch to win the British and French championships.

In 1966 Clark was out of luck. Lotus did not have a suitable engine for the new 3-litre Formula 1; the 2-litre Climax engined Lotus 33 was not powerful enough and the 3-litre H16 BRM-powered Lotus 43 was hopelessly unreliable—apart from the United States Grand Prix at Watkins Glen where Clark earned his only victory of the season. He was second to Graham Hill at Indianapolis when he thought he had won—there was a mix-up of the number of laps Clark had completed following a very eventful race.

The 1967 season seemed brighter, although

for tax reasons Clark was forced to live in Paris in journalist Jabby Crombac's flat. Clark also had a house in Bermuda where he spent some of the time, but he greatly missed visiting his parents and relatives in Scotland. He was only allowed to enter Britain once in 1967, for the British Grand Prix. Early in the year he won the Tasman Cup series with the 2-litre Lotus 33-Climax, but was unsuccessful in Formula 1 until the arrival of the Cosworth-designed Ford DFV engine in time for the Dutch Grand Prix. It is well-known that the engine won first time out, Clark enjoying a fairy-tale victory. Wins followed in Britain, the United States and Mexico, but the Lotus 49-Ford suffered from lack of pre-season development and the World Championship went to Denny Hulme with his reliable Repco-Brabham. In Formula 2, the first year of the 1600 cc formula, Clark won at Barcelona, Jarama and Keimola. He drove in the Rockingham 500 NASCAR stock car race in a Ford Fairline and the Rex Mays 300 in a Vollstedt-Ford, but retired in each event.

Jim Clark's final season started off with victory in the South African Grand Prix on January 1. It was his 25th Grand Prix win, a record—Fangio's tally had been 24. Then followed his third Tasman Cup championship win, this time in a Lotus 49 with a 2½-litre version of the Ford DFV engine. In his second European race he was killed.

Clark's name will never be forgotten by motor racing enthusiasts. His name is also perpetuated by the formation of the Jim Clark Foundation in 1968. It is an international charitable trust fund to promote and assist research into motoring and motor racing safety. It has published reports on fireproof clothing for racing drivers and it issues a quarterly guide to learner drivers.

In closing, it is worth commenting on the fact that throughout his Formula 1 career Clark remained loyal to Lotus. He had many other offers, of course, but it is wrong to assume that he could not drive any other type of car. The understanding between Clark and Colin Chapman was unique, almost magical. Clark was not a brilliant test driver. Being a "natural" he adapted to a car's faults, but his vague comments could be fully translated into technical terms by Chapman who knew exactly what adjustments were required. On reflection Clark was probably wise to remain with Lotus. Other drivers have chopped and changed teams with detrimental results—Dan Gurney, for instance, was never in the right team at the right time and Chris Amon has so far followed his example.

Clark will be remembered as a quiet, unassuming, friendly man. He success did not go to his head. He remained a bachelor, although at one stage during his association with Sally Stokes friends believed he was close to mar-

riage. Although shy and quiet in his early years, his character developed and he became more confident. Above all, he remained a motor car enthusiast and enjoyed driving interesting cars such as Pierre Bardinon's Jaguar D-type and Ferrari P4; he would also stop to admire an interesting car in the street. His death was one of motor racing's greatest tragedies.

## Clark's successes

**1958**  
Scottish Speed Champion  
Club race wins at Full Sutton, Crimond, Charterhall and Mallory Park (Jaguar D-type and Porsche 1600S).  
8th Spa Grand Prix (Jaguar D-type).

**1959**  
Scottish Speed Champion  
Club race wins at Mallory Park, Charterhall, Rufforth, Brands Hatch and Oulton Park (Lister-Jaguar and Lotus Elite).  
10th Le Mans 24-hours (Lotus Elite, with John Whitmore).  
1st Autosport Snetterton 3-hours (Lotus Elite).

**1960**  
8th World Championship  
Joint British Formula Junior Champion (with Trevor Taylor).  
Formula 1: 2nd Snetterton; 3rd Portuguese Grand Prix; 5th Belgian and French Grands Prix (Lotus 18-Climax).  
Formula 2: 1st Brands Hatch (Lotus 18-Climax).  
Formula Junior: Wins at Goodwood (twice), Oulton Park (twice), Silverstone, Solitude, Brands Hatch (twice) and Snetterton (Lotus 18-Ford).  
Sports: 3rd Le Mans 24-hours (Aston Martin DBR1/300, with Roy Salvadori).

**1961**  
7th World Championship  
Formula 1: 1st Pau, Rand, Natal and South African Grand Prix; 2nd Brands Hatch; 3rd Dutch and French Grands Prix; 4th German, Modena and Austrian Grands Prix (Lotus 18-Climax and Lotus 21-Climax).  
Formule Libre and Intercontinental: 2nd Levin and Brands Hatch; 5th Silverstone (Lotus 18-Climax).  
GT: 4th Tourist Trophy; 6th Paris 1000-km, with Innes Ireland (Aston Martin DB4GT).

**1962**  
2nd World Championship  
Formula 1: 1st Belgian, British, United States, Mexican, Rand and Cape Grands Prix, Aintree, Snetterton and Oulton Park; 2nd Natal Grand Prix and Silverstone; 4th German Grand Prix (Lotus 21-Climax, Lotus 24-Climax and Lotus 25-Climax).  
Formule Libre: 6th Sandown Park (Lotus 21-Climax).  
Sports: 1st Autosport Snetterton 3-hours; 2nd Oulton Park (Lotus 23-Ford).  
GT: 4th Silverstone (Aston Martin DB4GT).

**1963**  
World Champion  
Formula 1: 1st Belgian, Dutch, French, British, Italian, Mexican and South African Grands Prix. Pau, Imola, Silverstone, Karlskoga and Oulton Park; 2nd German Grand Prix and Snetterton; 3rd Aintree (Lotus 25-Climax).  
USAC: 1st Milwaukee 200; 2nd Indianapolis 500 (Lotus 29-Ford).  
Sports: 1st Oulton Park (twice), Crystal Palace, Autosport Snetterton 3-hours and Riverside; 3rd Mosport (Lotus 23B-Ford).  
Saloon: 1st Snetterton (Ford Lotus Cortina); 1st Brands Hatch (Ford Galaxie).

**1964**  
3rd World Championship  
British Saloon Car Champion  
Formula 1: 1st Dutch, Belgian and British Grands Prix, Goodwood and Solitude; 2nd Enna; 4th Monaco Grand Prix (Lotus 25-Climax and Lotus 33-Climax).  
Formula 2: 1st Pau, Nürburgring, Mallory Park and Brands Hatch; 2nd Karlskoga and Oulton Park; 4th Rheims (Lotus 32-Cosworth).  
Sports: 1st Oulton Park and Mallory Park; 2nd Aintree; 3rd Riverside (Lotus 19-Climax and Lotus 30-Ford).  
GT: 1st Oulton Park and Silverstone (Lotus Elan).  
Saloon: 1st Snetterton, Sebring, Goodwood, Oulton Park (twice), Aintree, Silverstone, Crystal Palace and Brands Hatch (Ford Lotus Cortina).

**1965**  
World Champion  
Tasman Champion  
British Formula 2 Champion  
French Formula 2 Champion  
Formula 1: 1st South African, Belgian, French, British, Dutch and German Grands Prix, Syracuse and Goodwood; 2nd Enna (Lotus 25-Climax and Lotus 33-Climax).  
Formula 2: 1st Pau, Crystal Palace and Brands Hatch; 3rd Snetterton and Rheims; 6th Oulton Park (Lotus 35-Cosworth).  
USAC: 1st Indianapolis 500 (Lotus 38-Ford).  
Sports: 1st Silverstone and Goodwood (Lotus 30-Ford).  
Tasman: 1st New Zealand Grand Prix, Levin, Lady Wigram, Teretonga, Warwick Farm, Lakeside; 2nd Sandown Park; 5th Longford (Lotus 32B-Climax).  
Saloon: 1st Sebring, Goodwood and Oulton Park; 2nd Snetterton (Ford Lotus Cortina).

**1966**  
6th World Championship  
Formula 1: 1st United States Grand Prix; 3rd Dutch Grand Prix and Oulton Park; 4th British Grand Prix (Lotus 33-Climax and Lotus 43-BRM).  
Formula 2: 3rd Karlskoga, Keimola and Brands Hatch; 7th Pau (Lotus 35-Cosworth and Lotus 44-Cosworth).  
USAC: 2nd Indianapolis 500 (Lotus 38-Ford).  
Tasman: 1st Warwick Farm; 2nd Levin and Sandown Park; 3rd Australian Grand Prix; 7th Longford (Lotus 39-Climax).  
Saloon: 1st Snetterton, Goodwood, Brands Hatch and Oulton Park (Ford Lotus Cortina).

**1967**  
3rd World Championship  
Tasman Champion  
Formula 1: 1st Dutch, British, United States, Mexican and Spanish Grands Prix; 3rd Italian Grand Prix; 6th Belgian Grand Prix (Lotus 49-Ford).  
Formula 2: 1st Barcelona, Jarama and Keimola; 3rd Karlskoga, Albi and Hameelinna; 4th Pau (Lotus 48-Ford).  
Tasman: 1st Levin, Lady Wigram, Teretonga, Lakeside and Sandown Park; 2nd New Zealand Grand Prix, Australian Grand Prix and Longford (Lotus 33-Climax).

**1968**  
Tasman Champion  
Formula 1: 1st South African Grand Prix (Lotus 49-Ford).  
Tasman: 1st Lady Wigram, Surfers Paradise, Warwick Farm and Australian Grand Prix; 2nd Teretonga; 5th Longford (Lotus 49-Ford).

Clark's first ever F1 trial came in 1960 at Goodwood with the Aston Martin DBR4/250.





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# Grand Prix warm-up

Great F1 confrontation at Silverstone

this Sunday — top line championship

races for F5000, F3, G2 saloon, historic

and FF — 10 races over Saturday and Sunday

Denny Hulme's McLaren M23 should be well-suited to Silverstone.



The best non-championship Formula 1 entry in the history of the 3-litre formula, has been gathered at Silverstone this weekend for the fantastic GKN-Daily Express Silver Jubilee International Trophy. The Formula 1/Formula 5000 International is the highlight of an incredible weekend of motor sport which also contains packed championship races for Group 2 saloon, Formula 3, historic and Formula Ford cars.

But it's the International Trophy itself which should be the best race with an entry which should give an excellent preview to the Grand Prix at the same circuit later in the year. Weather permitting lap speeds will not be far off 140 mph in this 40 lap spectacle.

The entry for the race is given in full elsewhere. Will it be Jackie Stewart's race with the Tyrrell? It should be a great confrontation between Stewart and World Champion Emerson Fittipaldi in the John Player Special, but the new Yardley McLaren M23 is expected to be ideally suited to this circuit and for the first time both Denny Hulme and Peter Revson will have the new M23s. So could this be a McLaren win? Hulme won this race for McLaren in 1968.

Before his Kyalami accident, Clay Regazzoni was establishing some astonishing lap times in private practice on the Silverstone Grand Prix circuit and the Swiss will be making his comeback in the Marlboro BRM camp this weekend. Vern Schuppan and Niki Lauda, who went so well at the Race of Champions, will join Regga in the BRM line-up at Silverstone.

Last year Mike Hailwood's Surtees challenged Fittipaldi for the lead of this same race. He could well be the man to beat on Sunday, backed by Brazilian team-mate Carlos Pace. In addition to Fittipaldi, Ronnie Peterson will be hoping to repeat his leading performance at the Race of Champions, but hoping this time the car will last the race.

Three of the new Shadows are expected to make their European debut. Since Kyalami they have done a lot of testing, and hope to be very competitive with Jackie Oliver, George Follmer and Graham Hill racing the three cars. Howden Ganley's Iso Marlboro may be a new car from Frank Williams, while von Opel's Ensign will only be completed just before practice begins so has not had enough testing to be too competitive yet.

But the biggest surprise comes at the end of the entry list, with the world debut of the Ferrari 312 B3 driven by Jacky Ickx.

The fastest Formula 5000s will join the Formula 1 cars in the big race and some of these 5000s are going incredibly quickly around the Grand Prix circuit. Although he will be at Hockenheim this weekend, Jody Scheckter took the Sid Taylor Trojan around in 1 m 18.4 s last week prior to Mallory. That's how quick F5000s are going nowadays.

Although Scheckter and Gethin aren't in the race, the actual Rothmans F5000 race which takes place on Saturday afternoon should be a cracker. Mallory winner Graham McRae will be racing the Iberia McRae and Guy Edwards' Barclays Lola should be driven by Brian Redman. Of the other leading contenders watch out for Lunger and Hobbs in the Hogan team, Holland's Trojan, Belso, Thompson, Rollinson, Dean and Oxtan. It should be quite a race.

There are 256 entries for the incredible programme of races over the weekend. On Friday and Saturday there's practice all day and also on Saturday is the F5000 race and heats for the Formula Ford and Formula 3 competitors. The rest of the racing takes place on Sunday.

The Formula 3 race signifies the first round in the John Player International series and there's a tremendous entry. A full list is given in this preview, but it should see a major encounter between the top British drivers who have been making their names so far in the formula and the top continentals—the three Alpines for Serpaggi, Leclerc and Cudini, Ethuin's Martini, Beguin's Martini and the GRDs of Andersson and Norström are ones to look out for.

Frank Gardner's 550 bhp 7-litre SCA Camaro should be well suited to the fast

## GKN-DAILY EXPRESS SILVER JUBILEE INTERNATIONAL TROPHY RACE

1. Emerson Fittipaldi	...	...	...	John Player Special/John Player Team Lotus
2. Ronnie Peterson	...	...	...	John Player Special/John Player Team Lotus
3. Jackie Stewart	...	...	...	Tyrrell/Elf Team Tyrrell
4. Graham Hill	...	...	...	Shadow/DN1/Graham Hill Racing
5. Mike Hailwood	...	...	...	Surtees Fina TS14A/Brooke Bond Oxo-Rob Walker-Team Surtees
6. Carlos Pace	...	...	...	Surtees Fina TS14A/Brooke Bond Oxo-Rob Walker-Team Surtees
7. Jackie Oliver	...	...	...	UOP Shadow DN1/Nichols Advanced Vehicle Systems Inc
8. George Follmer	...	...	...	UOP Shadow DN1/Nichols Advanced Vehicle Systems Inc
9. Denis Hulme	...	...	...	Yardley McLaren M23/Team Yardley McLaren
10. Peter Revson	...	...	...	Yardley McLaren M23/Team Yardley McLaren
11. Clay Regazzoni	...	...	...	Marlboro BRM P160/Marlboro BRM
12. Vern Schuppan	...	...	...	Marlboro BRM P160/Marlboro BRM
13. Niki Lauda	...	...	...	Marlboro BRM P160/Marlboro BRM
14. Howden Ganley	...	...	...	Iso Marlboro/Frank Williams Racing Cars Ltd
15. Rikky von Opel	...	...	...	Ensign 73/Team Ensign
16. Jacky Ickx	...	...	...	Ferrari 312 B3/Spa Ferrari SEFAC

## GKN VANWALL FORMULA 5000 TROPHY RACE

18. David Hobbs	...	...	...	Lola T330/Hogan Racing
19. Brett Lunger	...	...	...	Lola T330/Hogan Racing
20. Graham McRae	...	...	...	McRae GM1/Iberia Team McRae
21. Keith Holland	...	...	...	Trojan T101/Ian Ward Racing
22. Chris Shaw	...	...	...	Leda LT25
23. To be nominated	...	...	...	Lola T142/Chris Shaw
24. John Bowtell	...	...	...	McLaren M10B/Andrew Cavell
25. Teddy Pilette	...	...	...	Chevron B24/Racing Team VDS
26. John Gunn	...	...	...	March 73A
27. David Oxtan	...	...	...	Begg FMS/GN Begg Engineering
28. John Campbell	...	...	...	Surtees TS8B
29. Gijs van Lennep	...	...	...	Lola T330/Shellsport Luxembourg
30. To be nominated	...	...	...	Trojan T101/Sid Taylor
31. Clive Santo	...	...	...	Surtees TS11/Shellsport Luxembourg
32. Brian Redman	...	...	...	Lola T330/Barclays International Racing with Amoco
33. Jack Russell	...	...	...	McRae GM1
34. Ian Ashley	...	...	...	Lola T330/Henley Fork Lift Co Ltd
35. Tony Dean	...	...	...	Chevron B24/Anglo American Racing Team
36. Bob Brown	...	...	...	Chevron B24/Anglo American Racing Team
37. Peter Hanson	...	...	...	McRae GM1
38. Bob Evans	...	...	...	Trojan 101/McKechnie Racing-STP
39. Alan Rollinson	...	...	...	McRae GM1
40. Ray Allen	...	...	...	Surtees TS8A/Servis Appliances Racing Team
41. Steve Thompson	...	...	...	Chevron B24/Servis Appliances Racing Team
42. Colin Hyams	...	...	...	Lola T330
43. Tom Belso	...	...	...	Lola T330/Shellsport Luxembourg



Silverstone straights in the Group 2 race. But with its new 3.3-litre engine, Brian Muir's Alpina BMW may give Gardner a run for his money, and with the latest Weslake engines, Dave Matthews' Broadspeed Capri might provide an upset. More big bangers include Camaros for Terry Sanger and Martin Thomas and David Howes' Javelin. The 2-litre Escorts should be well up for overall victory as well, with Dave Brodie, Andy Rouse, Lawrie Hickman and Jonathan Buncombe at the wheel of the quick ones. There's plenty more action in the other classes too, with Vince Woodman's Escort BDA favourite for the 1300 section and the Imps of Bill McGovern and Les Nash expected to dice out the 1-litre class.

There's a horde of Formula Ford entries in the STP Championship round and it should provide the typical hair-raising slipstreaming battles. All the favourites are entered—Doug Bassett making a comeback after his recent practice shunt, Dick Parsons, John Crowe, Derek Lawrence, Donald MacLeod, Stephen South, Syd Fox, Roy Klomfass, Patrick Neve, Richard Hawkins and Mike Young are just a few of the names expected to be up front.

The JCB historic entry is breath-taking. There are seven Maserati 250Fs for Charles Lucas, David Llewellyn, Alan Cottam, Tom Rose, Dan Margulies, Willie Green and Cameron Millar, Ray Fielding's Maserati A6GCM/250F, six Lister-Jaguars for Richard Bond, Nick Faure, Gordon Lee, Chris Warwick-Drake, Anthony Hutton and John Harper, Paul Weldon's Lister Chevrolet, Neil Corner's Grand Prix Aston DBR4, Hon Patrick Lindsay's Multi Union, John Davies' sports Aston DBR1/3, and hordes of others including D-types, Maseratis, Cooper-Bristols and assorted Lolas, Lotus and Porsches. What a fabulous entry!

Over Saturday and Sunday, Silverstone and the BRDC have laid on 10 fabulous races. Let's hope the weather is good because the racing has all the right ingredients to make this a memorable International Trophy meeting.

#### GKN FORGINGS FORMULA 3 TROPHY RACE HEAT 1

March 733: Ian Taylor; Nick Crossley; Jose Espirito Santo; Matt Spitzley; Max Bonnin.  
March: Roger Hurst; Roger Keele.  
Royale RP11A: John Sheldon.  
Brabham BT41: Ulf Svensson; Tony Trimmer; Johnny Gerber.  
GRD 373: Alan Jones; John Macdonald; Brian Henton; Harald Ertl; Conny Andersson; Gunnar Nordstrom.  
GRD 372: Larry Perkins; Masami Kuwashima.  
Ensign LNF3: Mike Wilds; Ole Vejlund; Ken Sedgley.  
Elden Mk 12: Mike Catlow.  
Ehrlich ES2: Danny Sullivan.  
Alpine Renault: Michel Leclerc; Alain Cudini.  
Martini: Bernard Chevanne; Jean Max; Jacques Lafitte; Philippe Albers.

#### HEAT 2

March 733: Russell Wood; Nicholas Von Preussen; Lionel Friedrich; Jean-Francois Samelens.  
March 713S: Steve Coen.  
Royale RP11/11A: Andy Sutcliffe; Simon Sherman; Valentino Musetti.  
Brabham BT41: Randy Lewis; Andy McGregor; Richard Knight; Per Olaf Zetterstrom; Damien Magee.  
GRD 373: Richard Roberts; Tony Rouff; Tony Brise; Jeremy Gambs; Hakan Alriksson.  
GRD 372: Neil Ginn.  
Ensign LNF3: Mo Harness; Roelof Wunderink; Mike Tyrrell.  
Dastle Mk II: Barrie Maskell.  
Merlyn: Bernard Vermilio; Hakan Dahlquist.  
Alpine Renault: Alain Serpagli.  
Martini: Bernard Beguin; Jean Ragnotti; Christian Ethuin; Jean-Pierre Paoli.  
Lotus 69: Bengt Radmyr.

#### Friday, April 6

Formula 3 Cars—Heat 1  
Formula 3 Cars—Heat 2  
Formula Ford Cars—Heat 1  
Formula Ford Cars—Heat 2  
Formula 1 Cars  
Formula 5000 Cars  
Touring Cars

Practising  
09.00-09.45  
10.00-10.45  
11.00-11.45  
12.00-12.45  
13.45-15.45  
16.00-17.00  
17.15-18.00

#### Saturday, April 7

Formula 3 Cars—Heat 1  
Formula 3 Cars—Heat 2  
Touring Cars  
Formula 5000 Cars  
13.00 GKN Sankey Trophy Race for Formula Ford Cars—Heat 1  
13.35 GKN Sankey Trophy Race for Formula Ford Cars—Heat 2  
14.10 GKN Vanwall Trophy Race for Formula 5000 Cars  
15.05 GKN Forgings Trophy Race for Formula 3 Cars  
15.45 GKN Forgings Trophy Race for Formula 3 Cars  
Formula 1 Cars

09.00-09.30  
09.45-10.15  
10.30-11.00  
11.15-12.00  
7 laps  
7 laps  
25 laps  
10 laps  
10 laps  
16.30-18.00

#### Sunday, April 8

Historic Cars  
12.30 GKN Forgings Trophy Race for Formula 3 Cars  
13.50 GKN Transmissions Trophy Race for Group 2 Touring cars  
14.45 GKN-Daily Express Silver Jubilee International Trophy Race  
16.30 GKN Sankey Trophy Race for Formula Ford Cars  
17.25 JCB Historic Car Race for the GKN Awards

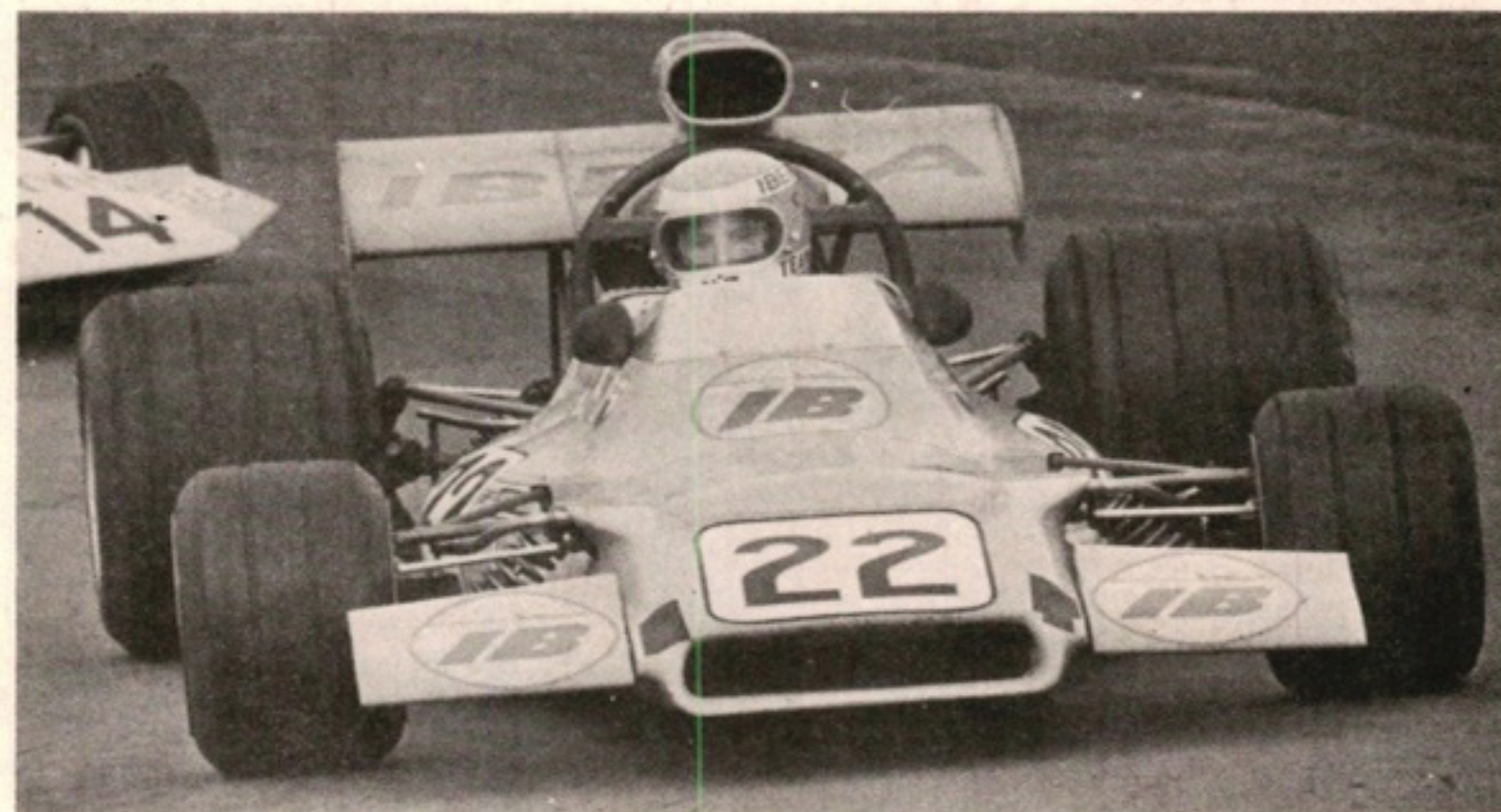
11.30-12.00  
20 laps  
20 laps  
40 laps  
15 laps  
12 laps



The Shadow makes its European debut.

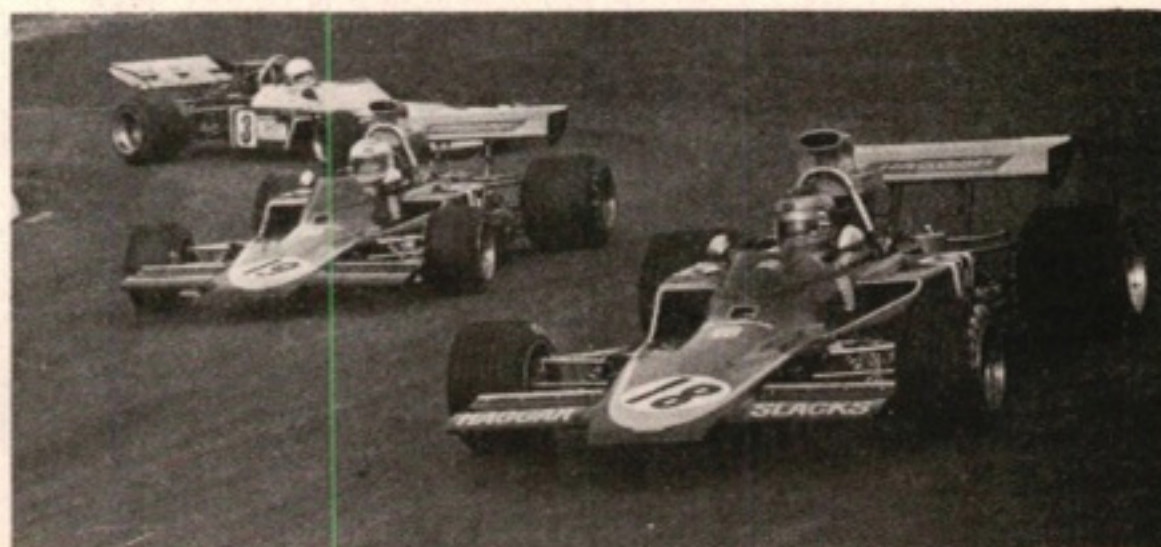


Regazzoni lapped Silverstone in 1 m 16.9 s in private testing. (Last week Fittipaldi lapped in 1 m 17.3 s.)



F5000 star Graham McRae.

The Hogan F5000 Lolas of Hobbs and Lunger.





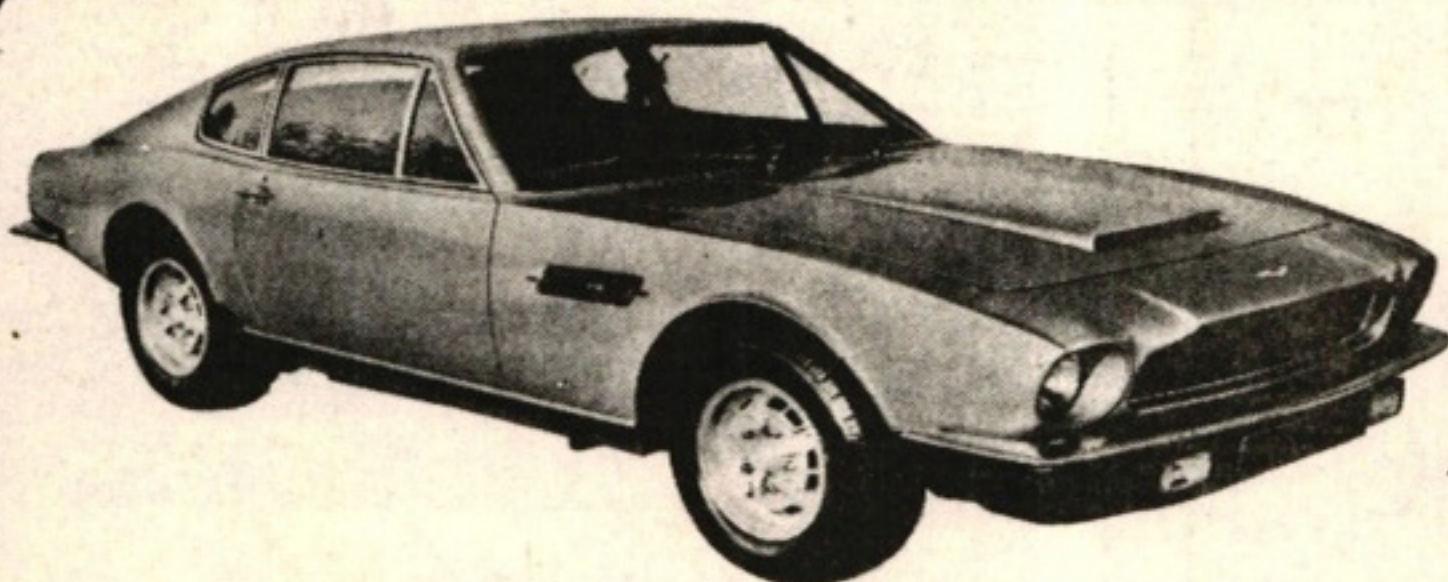
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## A mammoth organisational task by BRDC and Silverstone

"It's always been one of the most important non-championship Formula 1 races," said secretary of the British Racing Drivers Club Tony Salmon about the annual GKN-Daily Express Silver Jubilee International Trophy meeting. "There was a time when we had the only Formula 1 race in this country other than the Grand Prix. Then other Formula 1 races came about, but that didn't materially affect our race. Obviously a circuit anticipates a good entry in the year they stage a Grand Prix—this year for us—but our meeting has

never suffered even when we haven't staged the Grand Prix, mainly because more cars are ready for racing by the time our race comes along."

This year is the 25th running of this classic race, which was first won by Alberto Ascari's Ferrari at an average speed of 89.58 mph. Last year's race was the fastest yet held, Emerson Fittipaldi's John Player Special winning at an average speed of 131.81 mph and if weather conditions are right, that should be even faster this year.

*Memorable moment: A spin for Moss's BRM at Copse.*



*First 100 mph race average at Silverstone was set in*

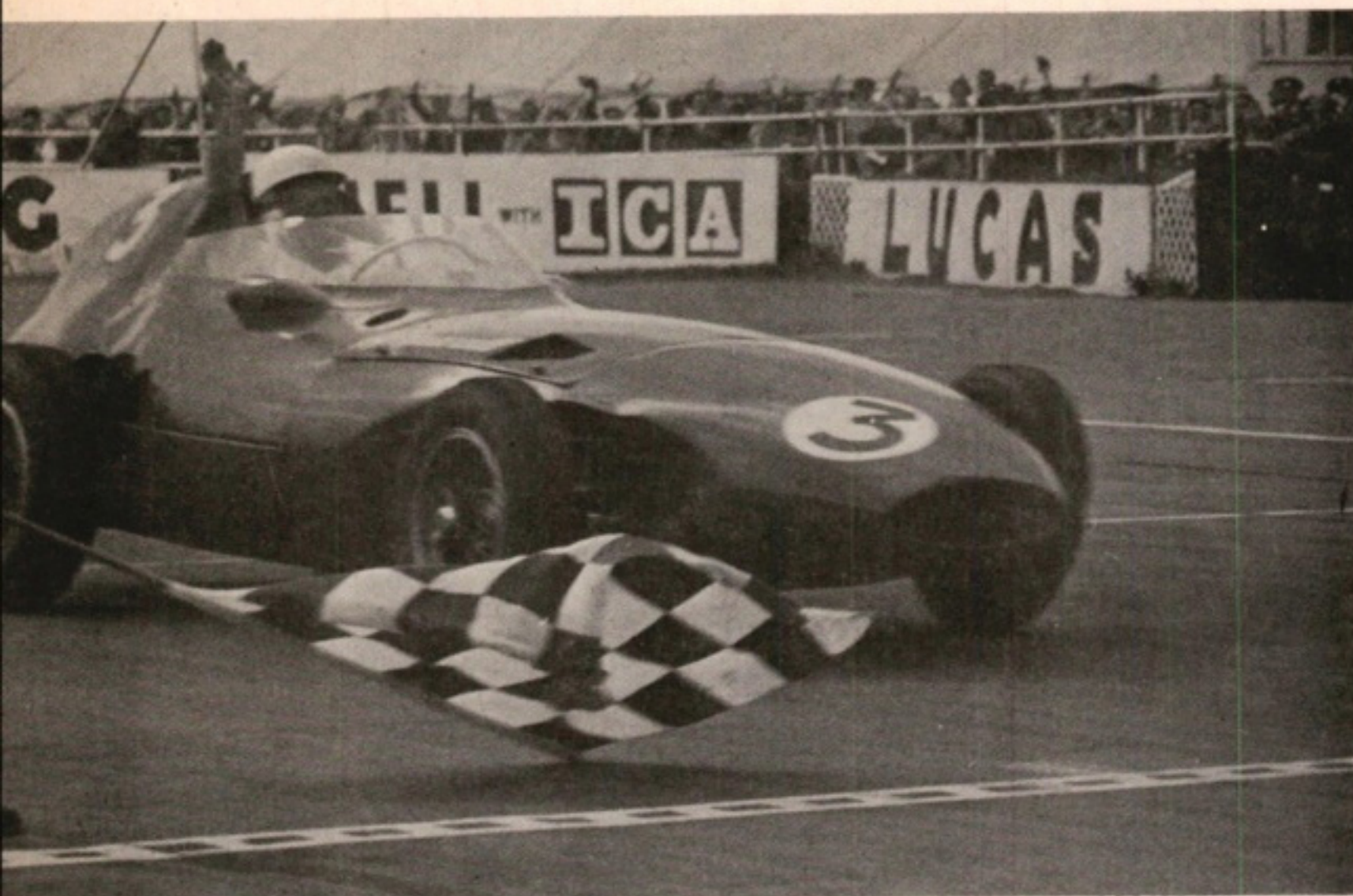
As spectators we only see the race. For the BRDC who have always organised the meeting and for Silverstone Circuits Ltd, who run the circuit, this weekend's International Trophy meeting has taken over a year to organise. Already, the date has been fixed for the 1974 race, so far do organisers have to work in advance.

But no matter how much work one puts in to an operation like this, there's one aspect that no one can organise and that's the weather, which plays such an important part for the race itself and for the financial

*Start of 1964 Trophy race: From l to r, Gurney, Brabham, Hill and Clark.*







1956 International Trophy by Moss's Vanwall.

aspects of the circuit. Let's hope it's not like the 1951 race which had to be abandoned on the sixth lap through pouring rain.

Once the date for the meeting is sorted out, BRDC's next task is publishing the regulations for the meeting. Before doing so, the promoters have to receive confirmation that sponsorship is to be continued for the meeting and in the case of the International Trophy that's not so much a problem, for *Daily Express* have been supporting it since 1949 and GKN have provided the bulk of the financial support of the race, and they've been excellent sponsors of it since 1970.

Then the circuit has to consider the financial aspects of the race. At the end of the season, the circuit owners can gauge how much money they can spend on this race, not only with regards to the big race but also with the supporting programme. So during the 14 month period from the inception of the race on the calendar, a budget is worked out for the race. This figure depends on the financial year at the circuit, how many spectators they can expect, the cost of the race and so on. Once all that's been studied, the admission prices can be fixed.

With that budget Salmon continues, "I'm expected to get the best possible Formula 1 entry keeping within that figure. Our Formula 1 race is quite unique in that the Formula 1 entries are by invitation only. We estimate how much we can pay to each car and after the teams have replied accepting our invitation, we write back saying how much we can pay them in starting money. And then the haggling begins." Hardly any teams accept the figure straight off, but Salmon keeps as close to the original budget figure as possible.

With regards to the Ferrari entry, Salmon wouldn't comment if he had to go over the odds for starting money, but "after 4½ miles of telex," Salmon quipped, "the Commendatore accepted our offer."

For this weekend's International Trophy, the total cost of the meeting is somewhere in the region of £90,000, of which the prize and starting money is the biggest single expenditure, totalling around £43,000.

Apart from sorting out the International Trophy entry, there's quite a job sorting out the massive entry in the supporting races and the BRDC establish a races select committee to sort out the entries for these races. This year, by having heats and finals, no drivers have had to be turned away in any

of the races.

Another aspect which takes a lot of organisation is the marshalling side. For this meeting, over 1000 marshals have to be organised and given specific duties. Since the BRDC took over the running of various championship meetings at Silverstone as well, this isn't the great problem it used to be, but still is a most time-consuming job.

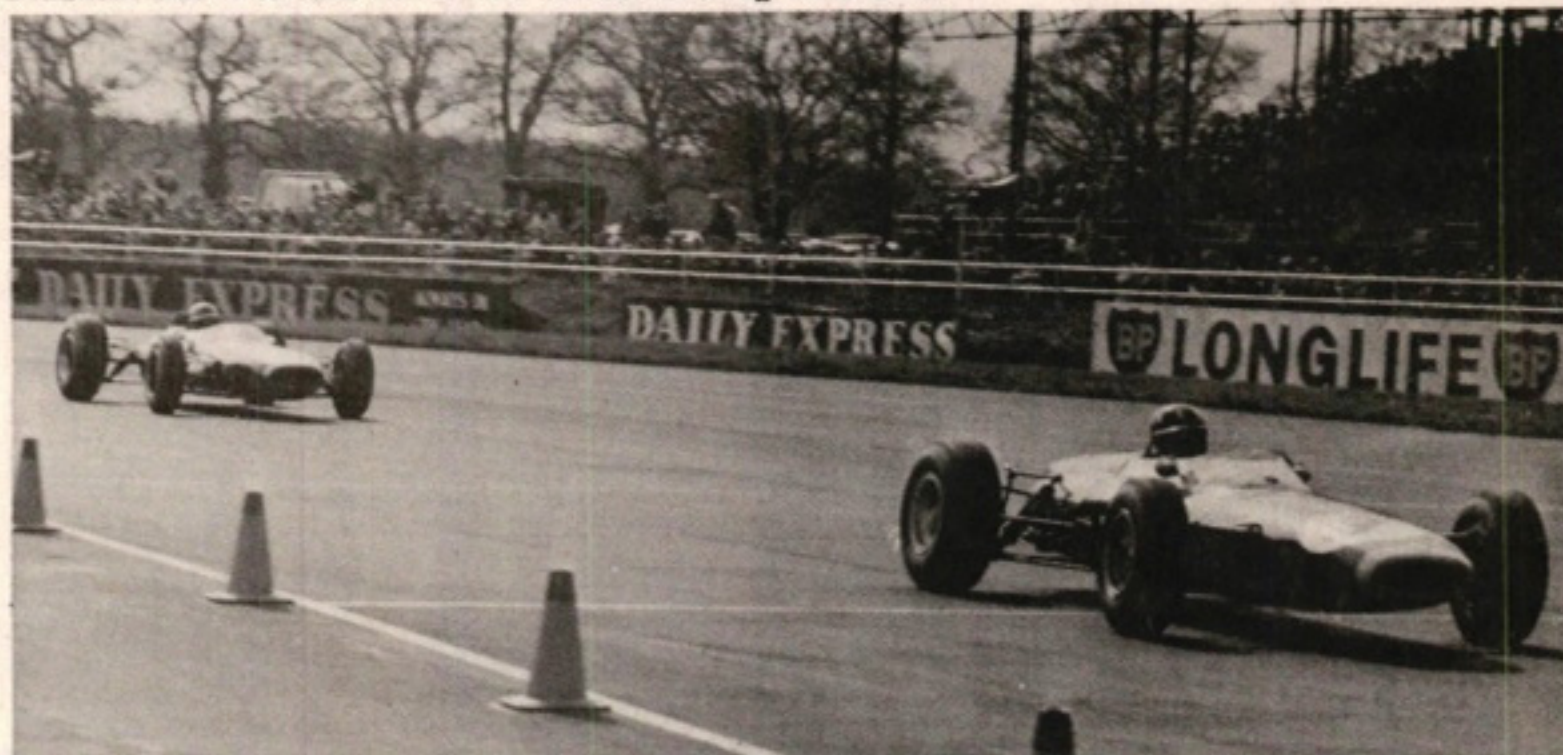
#### Back to the beginning

When the *Daily Express* Trophy was first run, it was very much a BRDC and *Daily Express* venture in that the lease of the circuit was held by the RAC for three years. The RAC took the lease from the air ministry in 1948 and it wasn't until 1951 that the BRDC took over the lease. Since then, the *Daily Express* and BRDC have handled the meeting between them until the Silverstone Circuit company was formed by the BRDC. With the formation of this company, circuit matters were run separately and the promotion and programme of the meeting was vastly improved.

For spectators, Silverstone Circuits have made yet more improvements. Viewing at this 2.93 mile airfield circuit is vastly improved by the building of raised bankings, which have now been erected in all the spectator areas around the circuit and gives magnificent viewing facilities. The area between Club and Abbey now makes for excellent viewing.

In addition, there are grandstand seats for 14,000 people at Silverstone, the bulk of which are situated around Woodcote and in to the Pit Straight. There's an improved ring

Brabham about to take Hill's lead in the thrilling 1964 race.



International Trophy meetings are also remembered for their light-hearted moments. Below Tony Lanfranchi climbs up the beer tent and comes down again!



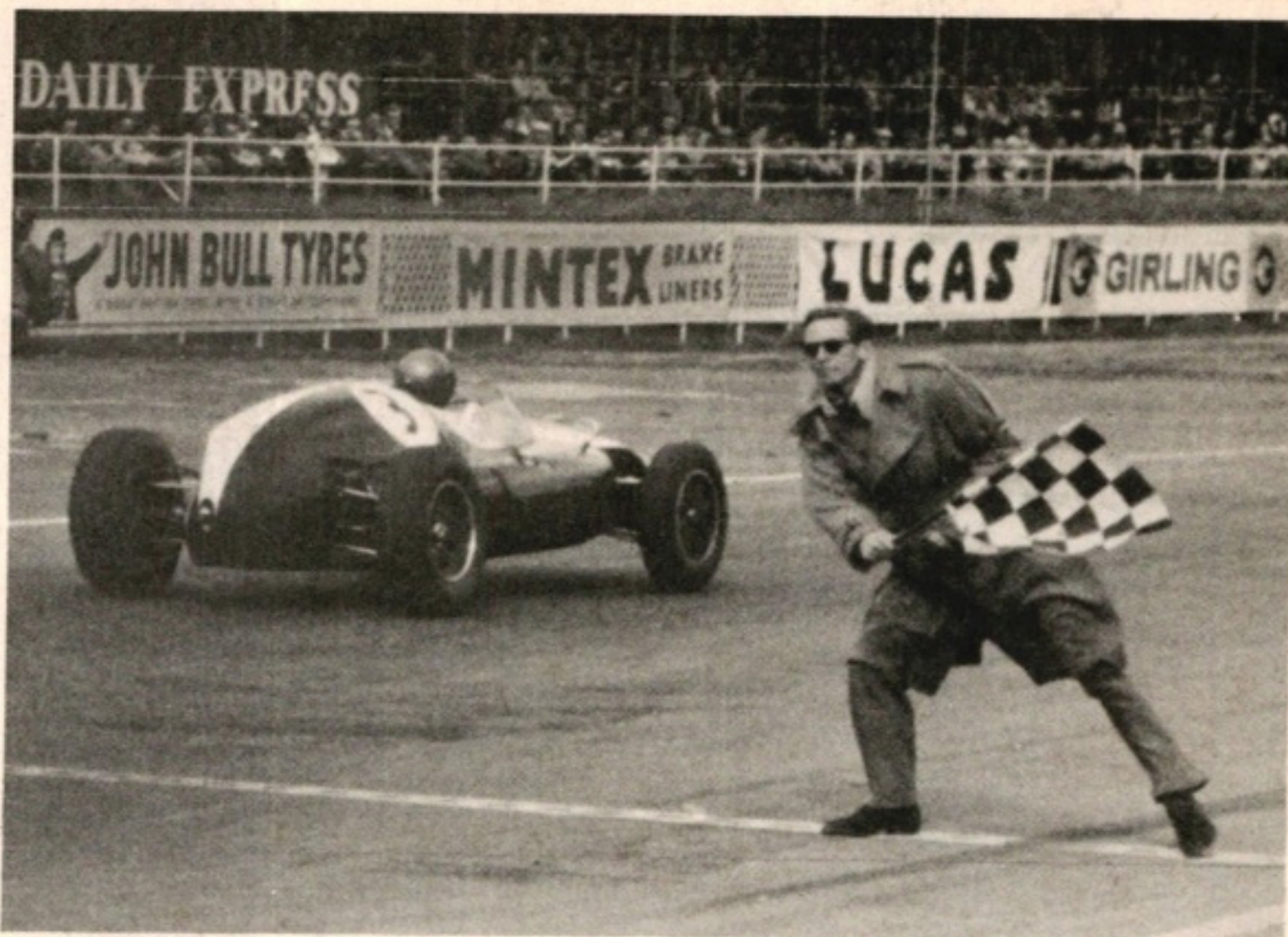


road for those who want to travel around in between the racing and there are refreshment facilities in all spectator enclosures. For the first time this Sunday, there will be hot breakfasts dispensed at four spectator points. In addition two district trade areas have been established. These are situated by spectator side of the start-line Motor bridge and in the car park between Stowe and Club. These trade areas are little shopping centres with all sorts of things being sold.

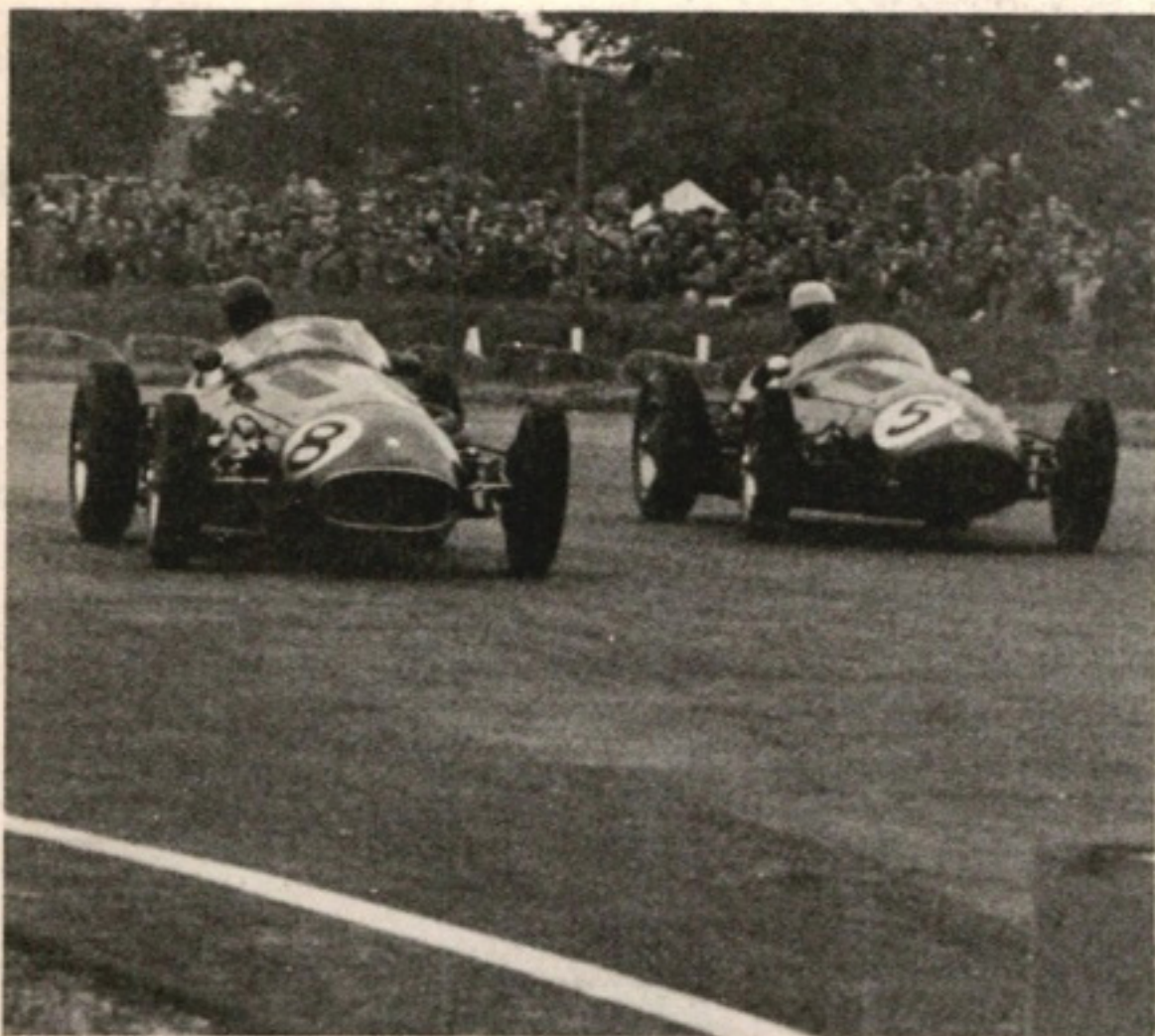
Apart from the general tidying up of the estate, other important aspects to be sorted out by the circuit are the police arrangements regarding traffic. At the end of each season, the circuits meet with the Northampton and Thames Valley police to review how traffic arrangements have fared in the previous year and what changes need to be adopted for the coming season. Now, the traffic arrangements at Silverstone are vastly improved, with much less delay in getting out of the circuit compared with previous years.

Silverstone—the home of British motor racing—has changed with the times. With a much improved and efficient organisation side, the standard of the meetings has vastly improved, and this weekend you'll all be assured of a well-run meeting. But it does take a long time to stage such an important meeting. When you're watching this year's race, plans are already being made for the 1974 race.

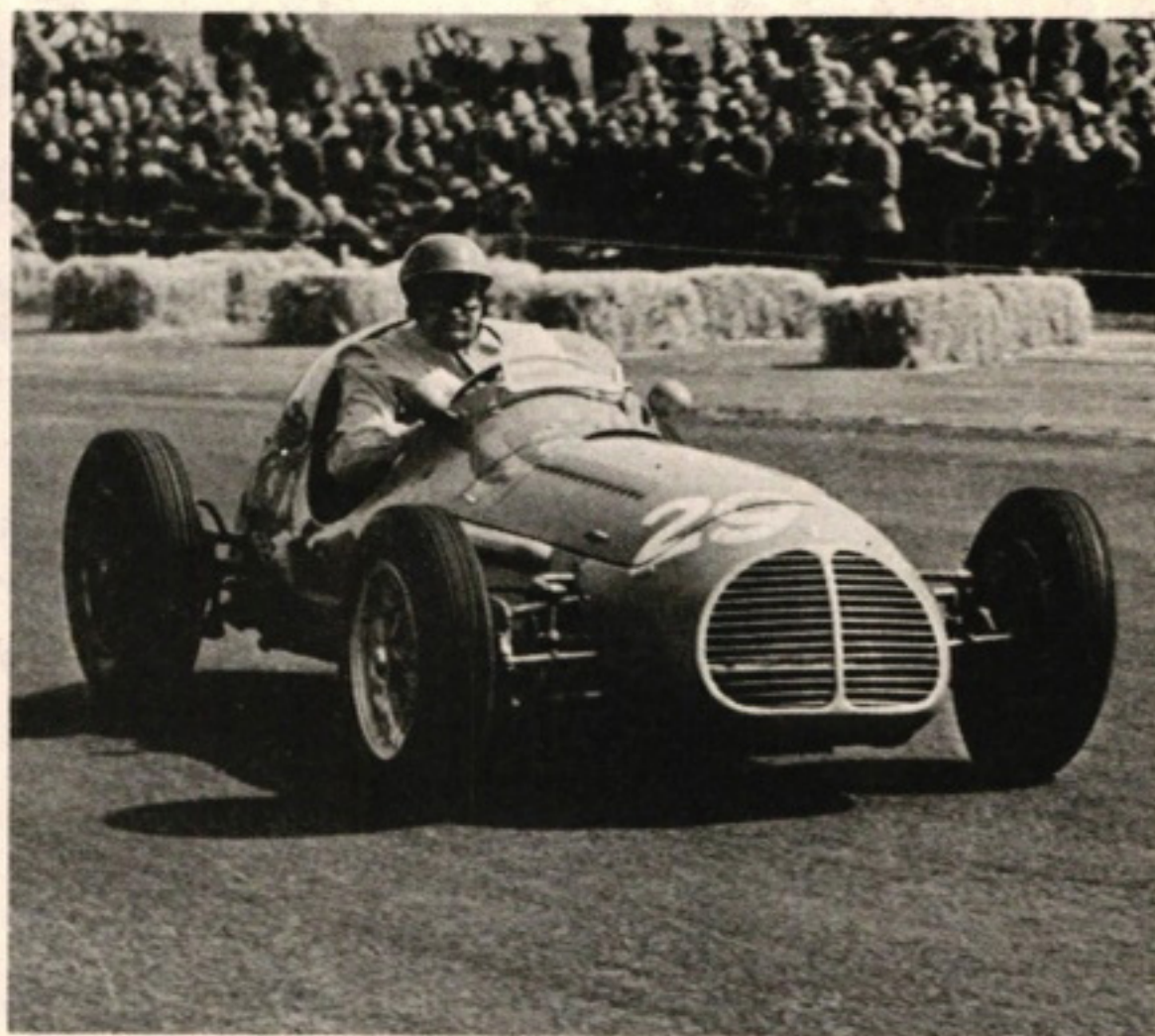
ROBERT FEARNALL



First win for a rear-engined car in the International Trophy was by Brabham's Cooper in 1959.



Dicing at Woodcote between the Maserati 250Fs of Wharton (8) and Salvadori (5). Brabham won the International Trophy four times. Here with the Express' Sir Max Aitken, is Brabham after winning the 1969 race.



The 1953 Express Trophy with Baron de Graffenried's Maserati.



### PAST WINNERS OF THE INTERNATIONAL TROPHY RACE AT SILVERSTONE

1949	Alberto Ascari	Ferrari	89.58 mph
1950	Giuseppe Farina	Alfa Romeo	90.16 mph
1951	Reg Parnell	Thinwall Special	abandoned on 6th lap
1952	Lance Macklin	HWM	85.41 mph
1953	Mike Hawthorn	Ferrari	92.29 mph
1954	Prolan Gonzales	Ferrari	92.78 mph
1955	Peter Collins	Maserati	95.94 mph
1956	Stirling Moss	Vanwall	100.47 mph
1957	Jean Behra	BRM	99.95 mph
1958	Peter Collins	Ferrari	101.82 mph
1959	Jack Brabham	Cooper	102.73 mph
1960	Innes Ireland	Lotus	108.82 mph
1961	Stirling Moss	Cooper	87.09 mph
1962	Graham Hill	BRM	99.73 mph
1963	Jim Clark	Lotus	108.12 mph
1964	Jack Brabham	Brabham	110.35 mph
1965	Jackie Stewart	BRM	111.66 mph
1966	Jack Brabham	Brabham	116.06 mph
1967	Mike Parkes	Ferrari	114.65 mph
1968	Denny Hulme	McLaren	122.17 mph
1969	Jack Brabham	Brabham	107.00 mph
1970	Chris Amon	March	124.19 mph
1971	Graham Hill	Brabham	129.14 mph
1972	Emerson Fittipaldi	JPS	131.81 mph



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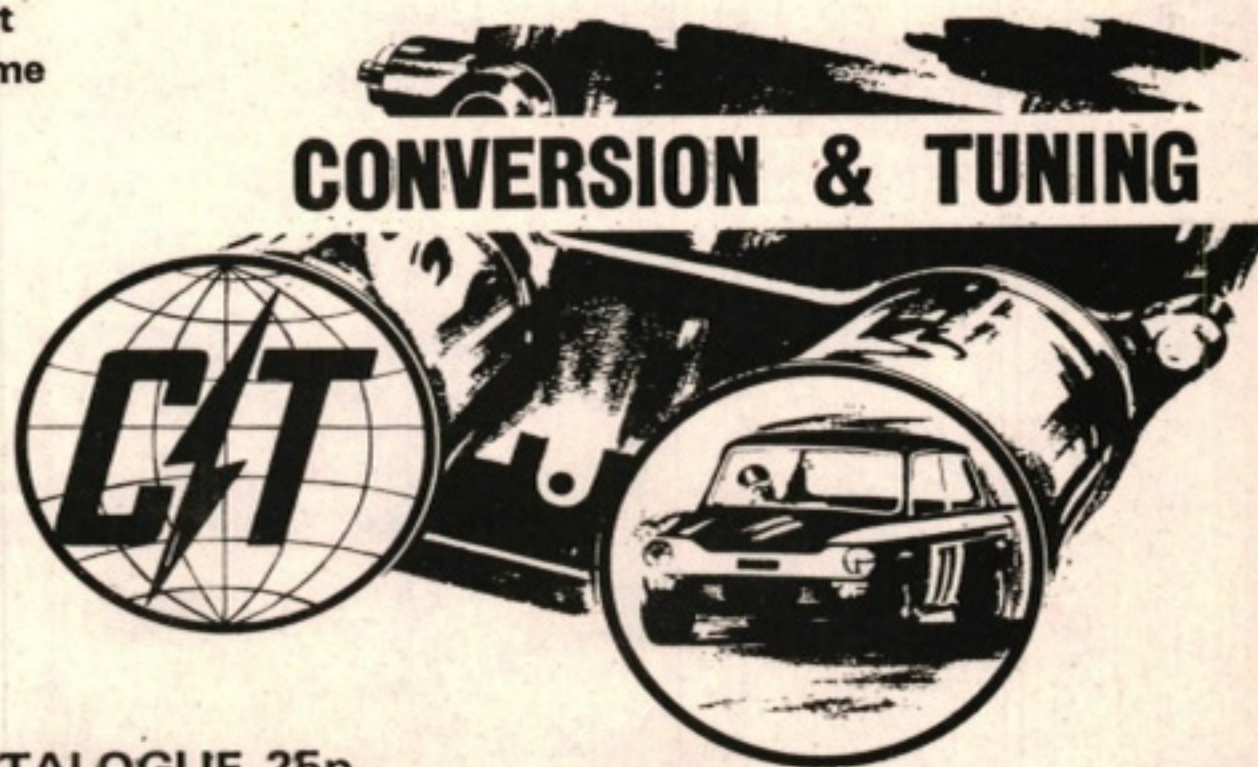
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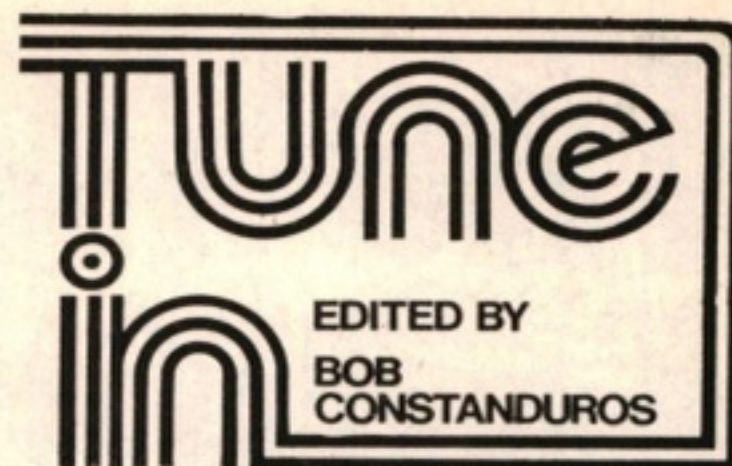


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Sport Parts is the fairly self explanatory name given to the division of BMW concessionaires in this country where you can buy a whole range of goodies to make your 1602 or 3.0 CSL go faster, smoother or in more stable fashion. Sport Parts have now been in operation in Brentford, Middlesex, on a 2½ acre site for some time, and when the entire site is ready, they will swap homes with BMW/Concessionaires and move to Chiswick. Meanwhile, operations are going so well in Brentford that there's already a waiting list to have work done.

The main range of Sport Parts is provided by Alpina, the German tuning specialists who tuned the winner of the recent Monza four hours. However, there are also a few Math-wall bits, but these two companies make up the majority of the stock. Parts are carried for 'extreme road use, or competition events', so that some sort of advice can be given depending on what use and tortuous tasks you are going to subject your BMW to. John Markey, Lotus 30 racer and BMW Group 1 team overseer, runs the Brentford department, so one is in good hands. All staff are specially trained in the job of BMW conversion, and if the job is too time consuming and involves possible complications, the work is done in Germany at the Alpina factory.

Section one of the catalogue involves a selection of wheels available to replace the

standard models for the 1602 to 2002 Tii bracket, in either perforated steel or Borrani. For the 2500 range upwards, there's the CSL 7J wheel in silver and black costing a fraction under £250.

Section two is the uprating of the brakes, and it is considered essential at Sport Parts, as with many other tuning firms, if the power is increased, so must the brakes. Kits are for either the front, or front and rear, using ventilated or thicker ventilated front discs. The full conversion for the 1602 to 2002 Tii range costs £410, although the larger range costs but a little more.

Sport Parts stock Bilstein shock absorbers for normal fast road use and sport setting, while there are also front strut inserts available, this latter section being available as part of what Sport Parts call a complete chassis conversion set. This can involve wheels, heavy duty front suspension with negative camber, reinforced wishbones, modified brake calipers, thicker discs, reinforced rear trailing arms, and the heavy duty Bilsteins, while the price for the full works conversion for the 1602, 2002 and 2000 Touring can cost in the region of £285. Final suspension goody in the Sport Parts range is an adjustable roll bar kit, costing up to £30 depending on model; not such a bad idea considering our roads.

In the engine department, Sports Parts offer carburetter kits with either Weber or Dellorto

twin choke carburetters with manifolds. Price difference between the two carb types is minimal, the four cylinder conversion with Weber 45s being £120, and the 3.0 with Webers being under £160. Exhaust manifolds too are available, four or six branch models being available with standard exhaust systems, costing £42 for the four cylinder cars, and twice that for the sixes.

Both exchange cylinder heads, gas flowed complete with valves, springs and standard valves and camshafts are available, the latter for use in conjunction with other engine modifications. As with the suspension parts, there's a complete kit for the 2002 and the Touring 2000 including head, twin Weber carburetters, camshaft and exhaust manifold for £421.

Oil coolers for all engines are available, for either road or competition use, and these work out at £23 maximum. On the bodywork side are spoilers in either fibreglass or aluminium and flared wings in extra light fibreglass, a complete set of the latter costing £145, or available individually. Steering wheels, gear nobs, Alpina rally jackets for the entire family, and even go-faster stickers complete the range.

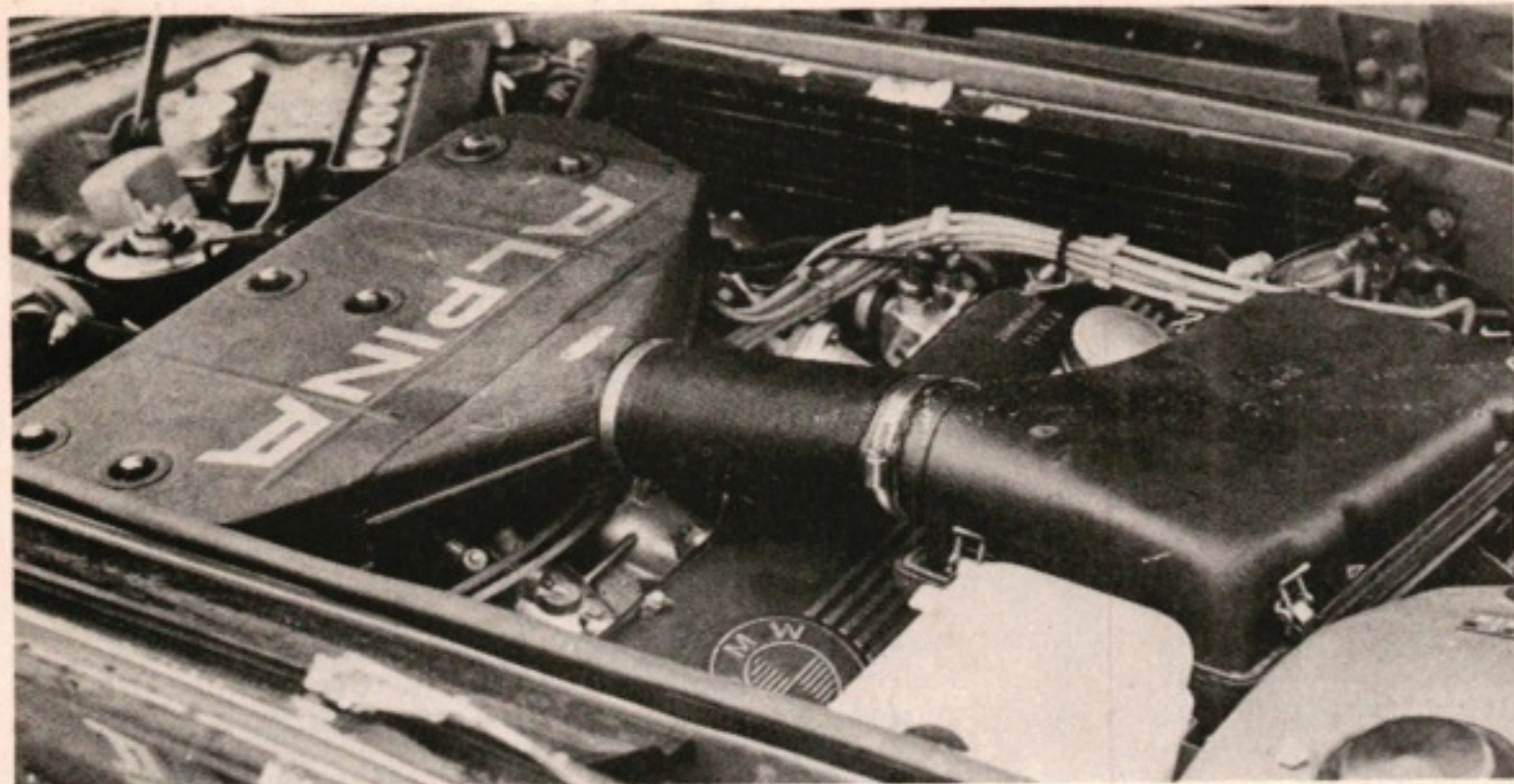
Alpina went to the trouble to prepare two demonstrators for the British market, a 2002 Tii and a 3.0 Si. The former was snapped up by a beady eyed customer for just under £5,000, but the big saloon fortunately remains, and BMW were kind enough to let me use it for a few days.

At £7,000, I was immediately disarmed. One obviously inquires, is it worth it? and then remembers that it is just a demonstrator for a lot of bits. What were these bits, and what had bumped up the price from an acceptable £4,300? First, the engine had been blue printed, a service not carried out at Brent-

On the bodywork side are spoilers in either glassfibre or aluminium. Wheels are 7J in place of the standard 6J width.







In place of the standard Bosch electronic injection, the larger Kugel-Fischer mechanical system is used.

ford, but usually done at the factory. This, together with a different fuel injection system has bumped up the bhp from 200 (DIN) to 250. Instead of the standard electronic Bosch system, the larger mechanical Kugel-Fischer unit, emblazoned with Alpina, rests under the bonnet. The reason for this replacement is that at over 6,500 revs, the computer in the Bosch gets "confused," hence the mechanical unit.

To handle this power, a more powerful clutch is installed with an alloy pressure plate centre, this latter item to stop disintegration at 7,000 rpm. I did find that this made the clutch very stiff, probably giving me greater muscles than a recent skiing holiday, and causing me to nearly stomp straight through the floor when I got back into my own car. Obviously, with the increased power, Alpina installed the thicker 28mm discs instead of the 26 mm, while there is also a 3.45:1 final drive fitted. There's also a revised exhaust system free flow with a bigger bore, but the six branch version won't fit into the right hand drive models because of the steering column.

On the suspension front, Alpina have fitted the adjustable roll bars front and rear to replace the normal non-adjustable version, while negative camber front and rear and up-rated suspension helps the competition minded driver in his cornering. Limited slip diff, 7 J

wheels as on the CSL instead of the standard 6J, complete the conversion while the final refinement is a front spoiler that provides 400 lbs down pressure at 130 mph, according to BMW team boss, Jochen Neerpasch. Just so that all this power and handling can be used to best advantage, the engine cuts at 7,200 rpm instead of the normal 6,300 to 6,400.

Undoubtedly, driving this machine was a superb experience. Even with the conversion and using the car up to 110 mph quite consistently, as well as in city traffic, this tuned BMW 3.0 Si averaged 22.9 mpg for 225 miles. It was happiest in the 75-90 mph realms, and yet could be slotted into third at that speed and pull away into the distance from almost any car that you were really likely to meet. In this form, 140 mph has been claimed, and a 0-60 figure of 6.3, quicker than even an Espada. The blue printing made the engine very smooth except at exceptionally low revs, while the cornering took some getting used to with a car as heavy and as big as it is. Even in a high wind, at high speed, the car was most stable, although the big wheels made the ride a fraction too lumpy at times. Each individual Sport Part, one felt, had its use and its appeal to a BMW owner, and the fact that there are people waiting to get into Brentford with their cars, must point to the organisation being of use and assistance to the average BMW owner.

## Puma name stays: they'll be back in May

Good news came to us last week from Graham Warner of the Chequered Flag. Minutes before the hearing involving the use of the name Puma, the Brazilian GT car, Ford conceded the case, and importing of the VW based Brazilian cars will begin.

Ford, it appeared, wanted the name for a world-wide model, and had already spent in the region of £16,000 in registering the name in such far flung places as Germany and Afghanistan. However, in Britain, they had come up against another Puma, this one being a stationary industrial engine, but still sufficient for them to be refused a name application once. They were re-applying a second time when the first Pumas imported to this country made their successful debuts at the Racing Car Show. Ford then attempted to have the cars removed from the Show, only a small piece of type in the clauses of the Racing Car Show ensuring their presence. This says that any car billed to appear must do so. However, Ford restricted the use of the name, as Granada TV had done to them only shortly before, and the four models already imported

were returned. Approximately 200 people who wanted test drives had to wait, and Chequered Flag had to refund deposits to some prospective buyers.

During the legal altercations, big wigs from Dearborn even suggested buying out the West London sports car specialists, but after the years of hard work, this wasn't on. Ford said they weren't aware of the make of car under that name, and yet in the five years of the Puma existence, it has been exhibited at 17 international car shows, and has been listed as a car manufacturer in motoring annuals since inception.

However, now the Pumas won't be seen in this country until the end of April, when the entire marketing operation will start again, although an inquiry has been set up to see how much damage has been done to the Flag. Two interesting afterthoughts come to mind over the case: wasn't the Puma developed originally by one E. Fittipaldi, now contracted to drive cars with 3.0 Ford engines, and secondly, what are Ford going to do with all those badges? Sell them to Brazil?

## MINTEX/AP CABLES

Mintex Limited have made arrangements with Automotive Products to distribute the full range of AP clutch cables through the UK network of 24 Mintex service depots. Comprehensive stocks, catalogues and price lists will be available to Mintex distributors early in April.

Recently there has been a growing tendency for British car makers (principally Ford, Vauxhall and Chrysler) to fit mechanical rather than hydraulically operated clutches, which has created an expanding after market for clutch spares. The Mintex decision to enter this market will enable it to enlarge the existing Mintex transmission spares service which already includes Borg & Beck and Laycock driven plates, clutch covers and release bearings.

The full AP range of cables comprises 30 part numbers covering Bedford vans, Ford cars and vans, Hillman Avenger, and Vauxhall.



Chrysler United Kingdom have introduced this rally jacket into its Mopar range of all-make parts and accessories. Made in shower-proof black acrylic nylon with red quilted lining and with green stripes, the jacket sells at £6.34. There are two hip pockets, one at the breast, and front fastening is by a full length all-metal zipper, completely covered by a fly front.





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First lap of the Castrol GI race with Bell leading a sideways Spice, Stock's incredible Vauxhall and Brindley's Capri.

## OULTON PARK

# BMW's supremacy vanquished by Spice

It was all smiles in the BMW pit for the Castrol production saloon race at Oulton Park last Saturday when Roger Bell's 3-litre SI started the last lap just out of Gordon Spice's striking distance. But within half a lap the smiles had disappeared as Bell slowed with a puncture and Spice reappeared at the finishing line in first place to give Ford their first production saloon win of the season in the Wisharts Capri. This race was the only well-supported and entertaining race of a day made up of small grids, uninspiring racing and an unimaginative programme, put together by BRSCC's competent North Western centre.

For the first time in dry conditions, the 3-litre Capri managed to challenge the BMWs. The Wisharts car, competently handled by Gordon Spice, was fitted with Kleber tyres just before the start instead of the usual Firestone Torinos and the difference seemed very significant, because while Tony Lanfranchi's Shellsport Luxembourg BMW made a slow start from the middle of the front row (causing quite a bit of bumping behind him), Bell went off into the lead from pole with Spice on his tail. That's how the two stayed for 9½ laps, with Bell hanging the tail of the BMW out in quite a big way to stay ahead of the Capri. Lanfranchi moved up into an unchallenged third place from the second lap, but could not catch the two leaders and the pattern seemed all settled when Bell's tyre burst on the exit of Old Hall for the last time. Spice and Lanfranchi went through into the first two positions before Bell managed to

limp back into third, getting very sideways at Lodge to just stay ahead of the two Capris of John Brindley and Mike Crabtree.

Twenty-eight year old Vauxhall dealer from Ipswich, Tim Stock made mincemeat of the opposition in the £1050 to £1500 class. Driving the ex-demonstrator Firenza SL, Stock (who has driven a F3 Lotus, libre Brabham, Lola T70 and Chevron B6 before now), was leading Crabtree for a time in fifth place before the 3-litre Capri got the better of him on the fourth lap, leaving Stock to easily hold off the two Alfa 2000 GTVs of John Handley and Stan Clark in seventh place. It wasn't until after former works Honda and Suzuki motorcycle ace Stuart Graham had brought his 3-litre Capri home in ninth place, did we have the next of the £1050 to £1500 contestants with the Firenzas of Barrie Williams and Denis Thorne. Thorne had been involved in a closely-fought battle with Wendy Markey's BMW 2002 Tii, Thorne only getting the better of her in the last couple of laps.

The £1050 category was a foregone conclusion once John Lyon's Escort Sport got no further than Island on the warming-up lap with a blocked fuel system, as Ivan Dutton's similar car had no opposition with which to contend. However, on this occasion Dennis Bissell's Vauxhall Viva 1800 beat the other contestants for second in this class.

John Webb provided the surprise in the economy class. After being fined at scrutineering for not having a photograph on his licence,

Comrade Webb was making good progress with his Moskvich until he went on to the grass at Lodge on the first lap and rolled over. Webb was none the worse for the inversion and the spectators didn't half appreciate it. The class lead was held from start to finish by fellow Moskvich pilot, Eric Horsefield, but John Worton's Mini was never far behind, while the incredible antics adopted by Olinka's Moskvich and Simon Watson's Mini for third in class had to be seen to be believed! While the yellow flags were being waved at Lodge, Lanfranchi overtook Brindley's Capri and Lanfranchi was fined £5.

In comparison, the STP production sports race was a very dull affair. The expected battle between the Porsche Carreras of Nick Faure and Chris Meek simply didn't materialise. Twenty-eight year old cartoonist Faure held a commanding lead from start to finish with his rhd version, while Meek's lhd car (the pre-production model seen at the 1972 Motor Show), had no third gear and was never able to challenge the Porsche GB-owned car. The first interesting battle came in third place with Roger Smith's Janspeed Elan having to contend with Shaun Jackson's Triumph TR6. Smith who used to drive a Capri-Rover last year, always kept the 27 year old former Cobra driver Jackson at a safe distance behind and that's how the race ran out. Alan Minshaw's Demon Tweaks Porsche 911E made a slow start with gearbox problems and lost time at Old Hall, but soon claimed fifth place from rally driver Richard Jackson with his Datsun 240Z. Geoff Till's Aldon Automotive-prepared Midget had the £1200 class sewn up but with two laps to go, ran out of fuel, which handed the class win over to Andrew Chatburn's similar car. Terry Hathaway's Midget spun at Cascades when rapidly closing on Chatburn. It's a pity the smart Clan Crusaders in the paddock couldn't start with their homologation ban.

After Noel Stanbury recorded fastest time for the second round in the Shellsport clubmen's formula race, his Gryphon C73 with a new 1600 Cosworth motor was badly damaged in an accident at Clay Hill when Noel went off to avoid Stuart Glass' moment. From the second row, Richard Mallock's U2 Mk 12 took the lead at Old Hall, but finished the first lap on the tail of Vernon Davies' U2 Mk 11B which promptly went off into the barrier at Cascades. Richard Mallock's lead was not safe however, for Barry Foley's latest St Bruno device, a very smart car which had never turned a wheel before practice, closed to within striking distance of Mallock with Mike Sales' Haggispeed close behind too. However after Foley had made an attempt to take over the lead, the St Bruno went off at the Water Tower and that concluded the excitement, for Sales dropped well back from Mallock. Rob Cochran's Bladon soon disposed of Alex Ferrada's U2 to finish a distant third while Martin White made a brilliant recovery from being 11th on the first lap to finish fifth. Driving the 1-litre Holbay-engined U2 Mk 11, 25-year-old engineer White rapidly picked up places and with three laps to go, relieved

Prod sports race with the Porsches of Faure and Meek leading Smith's Elan, Shaun Jackson's TR6 and Roger Jackson's Datsun.





# Jones' GRD bullseye

Alan Jones' DART-GRD leads Ian Taylor (Baty March) and Mike Wilds' Dempster Ensign.



the 1-litre class lead from Derek Walker's Ladybird and his performance earned him the BP Man of the Meeting. Stuart Glass' 1.6 Gryphon C73 dropped from fourth to sixth, fractionally ahead of the Ladybird.

The non-championship FF race was quite a fraught race with an initial battle between Terry Horrocks' home-made device, Ted Wentz's Elden, Philip Barlow's Tompa Car Carpets Hawke DL2A/B and Peter White's Palliser WDF2. After five laps, 26 year old Wentz, from Philadelphia, claimed the lead from Horrocks with the Catnic Elden and proceeded to pull away until the eighth lap when he slid off into the armco at Esso "with brake trouble" and retired to the pits. Barlow's challenge had also ended by this stage, his Hawke retiring at Esso with a broken con-rod, the resultant smoke causing the marshals to release an extinguisher over the car. Airline pilot White took over the lead from Horrocks but in the scrabble into Lodge on the last lap, local man Horrocks reversed the order and beat White to the line by less than a car's length. Peter Hale's Royale RP16 took over third place, clear ahead of Jorge Koechlin's ex-Loring Merlyn Mk 20A which had been dicing with Richard Jones' Hawke DL9/10 until the latter's throttle stuck open going into Knickerbrook for the last time and the Hawke was comprehensively written-off against the bank. Mike Chittenden's Merlyn Mk 24 worked up from 12th on the first lap to fifth at the end.

The less said about the two special saloon races the better. Twenty-six year old garage proprietor from Manchester Stuart Turner won both the races with his ex-Broadspeed Escort which uses a 2-litre Cosworth/Abbott-built engine. Turner, who used to race Anglias before switching to the Escort last year, had no trouble in his domination of the two races, with John Chappel's Mini-Cooper S taking second place (somewhat behind) on both occasions. The opening saloon race could have been more inspiring had Dave Millington not spun his Firenze at Cascades on the first lap, Millington's error sending him in to Brian Cutting's Escort Martin. Cutting was having his first race at the circuit, albeit a rather short one! Both cars retired (Cutting's the worse off) for the rest of the day, so that the first race ended with just four cars circulating and if that wasn't bad enough we had to put up with another boring affair later in the programme, in which six cars finished.

To add to the boredom, seven libre cars came to the line for the last race and saw the reappearance of the Kincraft, which, driven by Ian Stronach, just managed to hold off the Formula Fords of Peter White and Mike Chittenden. By which time everyone had gone home anyway!

ROBERT FARNALL

Special saloons (10 laps). Overall: 1, Stuart Turner (2.0 Ford Escort), 18 m 35 s, 89.15 mph; 2, John Chappel (1.3 Mini-Cooper S), 19 m 44.2 s; 3, Ken Harding (1.7 Ford Anglia), 9 laps; 4, Ken Coffey (1.6 Ford Escort), 9 laps.

Over 1600 cc: 1, Turner, 89.15 mph; 2, Harding. Fastest lap: Turner, 1 m 49.4 s, 90.86 mph.

1001 to 1600 cc: 1, Chappel, 83.94 mph; 2, Coffey. Fastest lap: Chappel, 1 m 53.4 s, 87.65 mph.

Up to 1000 cc: no finishers. Fastest lap: Morgan Ollerenshaw (1.0 Mini-Cooper S), 2 m 04.8 s, 79.64 mph.

Formula Ford (10 laps): 1, Terry Horrocks (Horrocks FF), 18 m 27.4 s, 89.76 mph; 2, Peter White (Palliser WDF2), 18 m 27.6 s; 3, Peter Hale (Royale RP16), 18 m 36.8 s; 4, Jorge Koechlin (Merlyn Mk 20A), 18 m 38 s; 5, Mike Chittenden (Merlyn Mk 24), 18 m 46.2 s; 6, Alo Lawler (Royale RP16), 18 m 54 s. Fastest lap: Koechlin, 1 m 48.8 s, 91.36 mph.

STP Production Sports Championship round (10 laps). Overall: 1, Nick Faure (2.7 Porsche Carrera RS), 20 m 11 s, 82.08 mph; 2, Chris Meek (2.7 Porsche Carrera RS), 20 m 25.4 s; 3, Roger Smith (1.6 Lotus Elan Sprint), 21 m 22.2 s; 4, Shaun Jackson (2.5 Triumph TR6), 21 m 24.4 s.

Over £3000 class: 1, Faure, 82.08 mph; 2, Meek; 3, Alan Minshaw (2.2 Porsche 911E). Fastest lap: Faure, 1 m 59.6 s, 83.11 mph.

£1625 to £3000 class: 1, Smith, 77.52 mph; 2, Richard Jackson (2.4 Datsun 240Z). Fastest lap: Smith, 2 m 07.0 s, 78.26 mph.

£1200 to £1625 class: 1, Jackson, 77.39 mph; 2, Ron Hopkinson (1.8 MGB). Fastest lap: Jackson, 2 m 07.0 s, 78.26 mph.

Up to £1200 class: 1, Andrew Chatburn (1.3 MG Midget), 71.10 mph; 2, Micki Vandervell (1.3 MG Midget); 3, Robert Goodwin (1.3 MG Midget). Fastest lap: Geoff Tili (1.3 MG Midget), 2 m 17.6 s, 72.24 mph.

Castrol Production Saloon Championship round (10 laps). Overall: 1, Gordon Spice (3.0 Ford Capri GT), 20 m 38.2 s, 80.28 mph; 2, Tony Lanfranchi (3.0 BMW Si), 20 m 41.8 s; 3, Roger Bell (3.0 BMW Si), 21 m 03.8 s; 4, John Brindley (3.0 Ford Capri GT), 21 m 05.2 s.

Over £1500 class: 1, Spice, 80.28 mph; 2, Lanfranchi; 3, Bell. Fastest lap: Bell and Lanfranchi, 2 m 02.2 s, 81.34 mph.

£1050 to £1500 class: 1, Tim Stock (2.3 Vauxhall Firenza), 78.32 mph; 2, Barrie Williams (2.3 Vauxhall Firenza); 3, Denis Thorne (2.3 Vauxhall Firenza). Fastest lap: Stock, 2 m 05.0 s, 79.32 mph.

£800 to £1050 class: 1, Ivan Dutton (1.3 Ford Escort Sport), 71.83 mph; 2, Dennis Bissell (Vauxhall Viva 1800); 3, Richard Mortimer (1.3 Ford Escort Sport). Fastest lap: Dutton, 2 m 15.4 s, 73.41 mph.

Up to £800 class: 1, Eric Horsefield (1.5 Moskvich 412), 66.71 mph; 2, John Worton (1.0 BL Mini); 3, Olinka (1.5 Moskvich 412). Fastest lap: Horsefield, 2 m 24.4 s, 68.83 mph.

Shellsport clubmen's formula championship round (10 laps). Overall: 1, Richard Mallock (1.6 Mallock U2 Mk 11), 17 m 26.2 s, 95.01 mph; 2, Mike Sales (1.6 Haggispeed Mk 2), 17 m 37.6 s; 3, Rob Cochran (1.6 Bladon BRL 5), 17 m 43 s; 4, Alex Ferrada (1.6 Mallock U2 Mk 11B), 17 m 51.8 s.

1001 to 1600 cc class: 1, Mallock, 95.01 mph; 2, Sales; 3, Cochran. Fastest lap: Mallock, 1 m 41.8 s, 97.64 mph.

Up to 1000 cc class: 1, Martin White (1.0 Mallock U2 Mk 11), 91.66 mph; 2, Derek Walker (1.0 Ladybird Mk 10); 3, Peter Cooke (1.0 U2 Mk 8B/11). Fastest lap: White, 1 m 45.2 s, 94.48 mph (record).

Special saloons (10 laps). Overall: 1, Stuart Turner (2.0 Ford Escort), 18 m 53.2 s, 87.72 mph; 2, John Chappel (1.3 Mini-Cooper S), 19 m 05.6 s; 3, Roy Yates (5.0 Ford Zodiac-Chev), 19 m 39.8 s; 4, Gordon Foster (1.7 Ford Anglia), 19 m 44.6 s.

Over 1600 cc: 1, Turner, 87.72 mph; 2, Yates; 3, Foster. Fastest lap: Turner, 1 m 49.6 s, 90.69 mph.

1001 to 1600 cc: 1, Chappel, 86.77 mph; 2, Ken Coffey (1.6 Ford Escort). Fastest lap: Chappel, 1 m 52.6 s, 88.27 mph.

Up to 1000 cc: 1, Morgan Ollerenshaw (1.0 Mini-Cooper), 2 m 04.6 s, 79.77 mph.

Formula libre (7 laps). Overall: 1, Ian Stronach (4.7 Kincraft), 12 m 52.2 s, 90.11 mph; 2, Peter White (FF Palliser WDF2), 12 m 54.6 s; 3, Mike Chittenden (FF Merlyn Mk 24), 12 m 55.8 s; 4, Alo Lawler (FF Royale RP16), 13 m 04.4 s.

Formule libre class: 1, Stronach, 90.11 mph; 2, Ken Hubbard (4.7 Sunbeam Tiger). Fastest lap: Stronach, 1 m 47.4 s, 92.55 mph.

Formula Ford class: 1, White, 89.83 mph; 2, Chittenden; 3, Lawler. Fastest lap: Chittenden, 1 m 48.16 s, 91.52 mph.

It was Alan Jones' turn to take Forward Trust points at the BARC's windy Snetterton meeting on Sunday, although Ian Taylor still retains his lead overall. The DART team driver smoothly pulled away out of the squabbles to be 3 s away after lap five and over 8 s by the end. Behind him, Mo Harness snatched second spot from Mike Wilds, with Ian Taylor fourth. Patrick Neve, the Belgian JRRDS instructor used his knowledge of the course to win two Formula Ford events, while other winners of this poorly supported championship meeting were predictably Gerry Marshall in the big saloons, John Watts in the smaller ones, and Jeremy Lord in the Sports/GT race.

Formula 3 practice started wet, and it was touch and go to see which tyres would take the fastest lap as the track dried out. However it was Mike Wilds in the Demster Developments Ensign-Holbay LNF/73 who was on pole with Ian Taylor's similarly powered March 733 next to him, despite being worried about a big practice shunt at the hairpin during the week. Third front row man was Brian Henton (GRD-Holbay 373) who found himself on his slicks at the right time, after he was knocked off the track and punctured one of his wets. Australian Larry Perkins (GRD-Novamotor 372) was next up having set one of the faster times in the wet in his second F3 race, with Alan Jones (GRD-Vegantune 373) sitting next to him. Kuwashima and Sutcliffe were farther back, while John MacDonald must be fairly annoyed with Vegantune after a seized engine last week and a bent valve this week.

Wilds went straight into the lead, as poleman should, with Henton and then Taylor in second. Henton spun down to 13 at the Hairpin, so the order first time round was Wilds, Taylor, followed very closely by Jones, and then Harness (Ensign-Holbay LNF/73) and Neil Ginn (GRD-Novamotor 372). Lap two was all change with Jones coming to the fore, and Wilds back behind Taylor, while Harness was slowly getting himself into the picture behind these two. Next time round it was Jones pulling away, with Wilds leading Taylor and Harness. Behind these four, it was Neil Ginn until the engine threw a rod, and then Richard Roberts (GRD-Novamotor 373) closely pursued by Masami Kuwashima (GRD-Holbay 372), until his clutch went and he joined Sutcliffe who had also been sidelined with the same ailment. Wilds looked like drawing away slightly, but on lap 11, the three dicing for second closed up and Taylor took second into the Esses. Wilds continually tried to get into second for the next three laps, and after some neat side to side motoring, got by at the Esses. However, it was all down to the last lap, when Harness sprung his surprise and coolly took second at the Hairpin and drove away to the flag, although the undoubted star had been Jones.

Opening Snetterton's racing programme for the year was a 10-lap Formula Ford race which was to be coupled with the last race to count as an aggregate result. Merlyn provided the front row with Canadian Rich Bacon's Mk 11A on pole, American Tony Rouff's Mk 20A in the middle and Belgian Patrick Neve's Mk 24 with borrowed Scholar engine on the outside. At the off, it was Bacon from Neve, but by the Hairpin, it was the Belgian Snetterton Jim Russell instructor from Rouff and John Lipman's Dulon-Davron LD9, with Bacon fourth. Neve slowly pulled away, but behind him a furious dice developed with Lipman pulling up into second by Coram first time round, to be taken by Rouff, with Bacon and Ken Pickering's Jamun-Rowland T3 also close up. Lipman departed the scene on lap six with a split oil tank and possibly run bearings, leaving Rouff in a safe second, to be chased home by Matthew Argenti (Merlyn-Scholar Mk 24), who had a good drive through the field to pip Pickering and Bacon.

Next came a sparse grid of the big Forward Trust saloons, and the 851 cc to 1000 cc class. Naturally, Gerry Marshall was on pole in the Thames TV 2.3 Firenza, the only real threat coming from John Turner's 2.0 Escort. However, poor Turner had no first gear and as he attempted to leave the grid, the engine

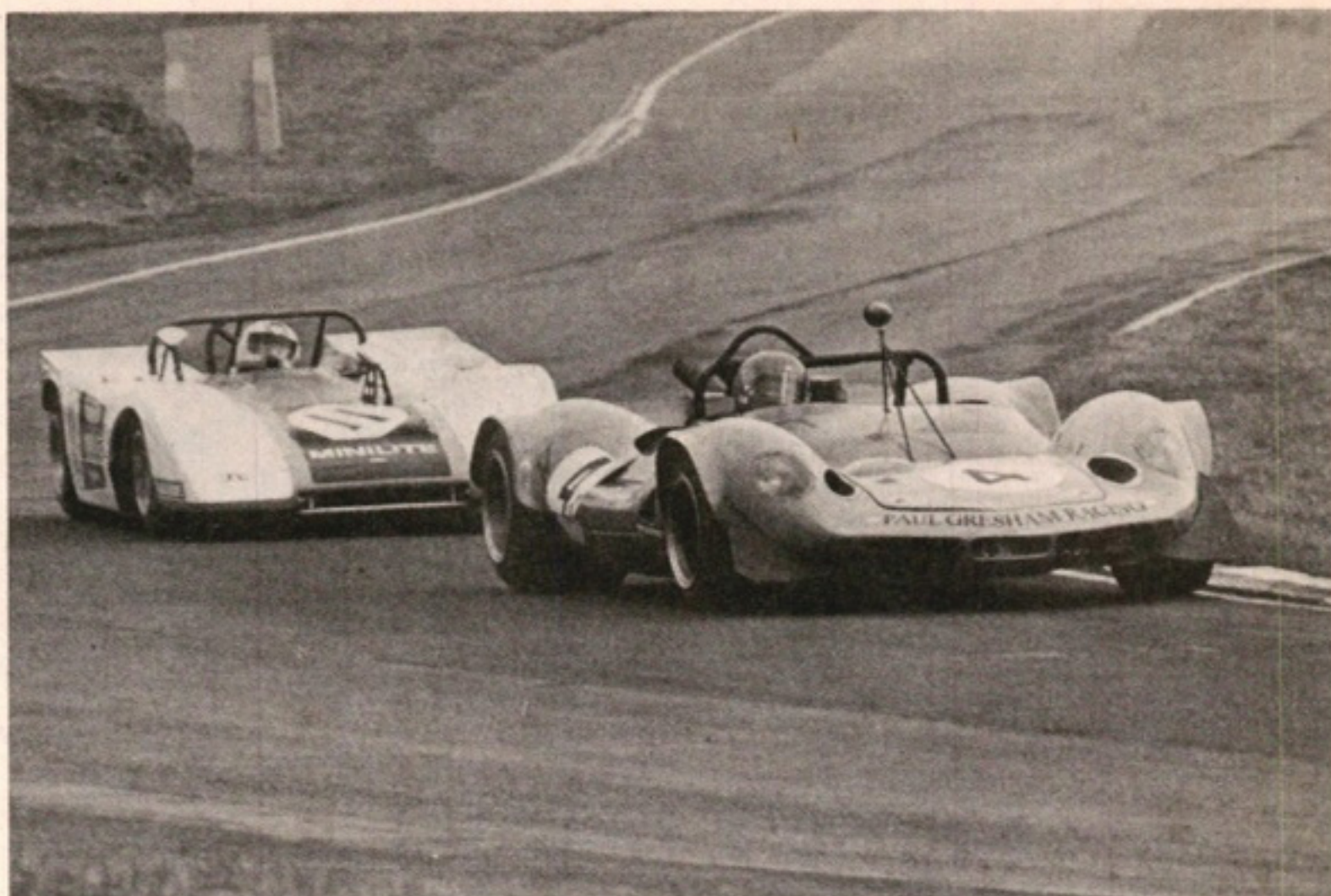


died on him and he was left sitting with a queue of cars waiting for him to leave. Meanwhile Marshall was powering away to be leading John Pope's Viva, closely followed by Ray Payne's 1.0 Imp, by 12½ s after the first lap. This was doubled next time round, by which time Pope had thrown off the Imp which had been over-revving to keep up, due to the wrong gearing. When Turner inherited second spot on lap three the gap was 32 s, but this increased to almost 50 s, before Marshall slowed with the car stuck in top. Up until then, he reckoned he was pulling 8,000 down the Norwich straight, reaching close to 150 mph in the Firenze. Martin Sellicks finished 7 s away from Payne on the road, having thrown off the Mini-mounted Leonard Crook, but he was demoted 10 s penalty for a push start.

The meagre Clubman's entry was combined with the fairly meagre Castrol/MN race and although the former did nothing to enhance the excitement, it was the small class boys in the sports entry that kept interest alive. To begin with, John Calvert in the 1.3 Royale RP6 led off the line with Lyndon Thorne's 1.3 Aldon second from Jeremy Lord (Lola-Hart T212). However, by the Hairpin, Thorne was leading from Lord, Calvert, John Markey (5.0 Lotus-Gurney/Weslake 30) and Sid Marler (1.6 Gryphon-Holbay C73). First to go was Thorne, who promptly spun at the Hairpin first time round, leaving Lord to lead Markey, Calvert and Marler. However, Markey must have felt proceedings were too slow for him to catch his plane to Silverstone to manage the BMW Group 1 team there, so he took Lord on the next lap, fending off the champion until lap five when the big Lotus had the engine cut out in the middle of Sear, necessitating a trip to the boonies. So Lord led from a recovered Thorne, Calvert, who had started dropping oil, and Marler who had fuel starvation problems, leaving Frank Aston in Lord's old Astra RNR 1, and Peter Long (Lola T212) to take third and fourth from Mark Cole's Sturdgeess SL3. Disappointing non-starters were the Fred Boothby Gropa of Chris Appleby which wouldn't start, Ian Bracey's Ibec P2 which had swarf in the fuel system, and Melvyn Coon's Dino 4, which had a core plug come out of the 1600 cc engine, which couldn't be replaced without apparently taking out the engine. Both Lord and Thorne broke their class records by well over a second.

After the Formula 3 boys had had their turn, it was the other Forward Trust saloons, and once again a runaway victory by John Watts' Trustee Savings Bank 1.3 Cooper S. Behind him came the tussling group of Minis driven by Ian Richards, Tom Powell, and Nicholas Wattiez. The former two slowly pulled away from Wattiez, until Powell's engine started to tighten, and he pulled off after six laps, a wise move after an all night rebuild. As the race drew out, Wattiez slowly started to reel in Richards but not quick

Patrick Neve leads the FF field on the way to one of his two wins in his Shellsport Merlyn.



John Markey leads eventual sports car race winner Jeremy Lord.

enough, and he was 0.6 s away at the end. Behind them came Robert Garrett's Anglia, and small class leader Graham Boulton in a Mini.

With grid places being decided on the first race, the second Formula Ford outing should have been one long procession. However, Matthew Argenti took the lead from Patrick Neve, and Tony Rouff, but only to the Norwich Straight, where Neve took the lead to win his second race of the day. Behind him, Argenti dropped two places behind Tony Rouff and Ken Pickering, while fifth was 18-year-old Glenn Eagling (Lotus-Bectune 61). Pickering went ploughing at Sear on lap three, damaging the nose cone, leaving said procession. That is until Argenti began to close on Rouff. On the last lap, Argenti was in front at Riches, and the two were side by side at the Esses. Rouff had the lead at Coram and Russell, but Argenti made a supreme effort to pull out side by side over the line, Rouff finally getting the verdict, although it was close. Neve took overall victory from Rouff and Argenti but the final finish made a fitting finale.

#### BOB CONSTANDUROS

Formula Ford (10 laps): 1. Patrick Neve (Merlyn-Scholar Mk 24), 17 m 12.6 s, 94.48 mph; 2. Tony Rouff (Merlyn-Vegantune Mk 20A), 17 m 31.8 s; 3. Matthew Argenti (Merlyn-Scholar Mk 24), 17 m 34.4 s; 4. Ken Pickering (Jamun-Rowland T3), 17 m 34.6 s. Fastest lap: Neve and John Lipman (Dulon-Davron LD9), 1 m 41.8 s, 95.84 mph.

Forward Trust special saloon car round and over

1300 cc class, part 1 (10 laps): 1. Gerry Marshall (2.3 Vauxhall Firenze), 17 m 39 s, 92.12 mph; 2. John Turner (2.0 Escort RS1600), 18 m 36.4 s; 3. John Pope (2.3 Vauxhall Viva GT), 18 m 47.6 s; 4. Ray Payne (1.0 Hillman Imp), 19 m 02.4 s. Fastest lap: Marshall, 1 m 39.8 s, 97.76 mph.

851 cc to 1000 cc class: 1. Payne, 85.40 mph; 2. Leonard Crook (1.0 Austin Mini); 3. Martin Sellicks (1.0 Morris Cooper S). Fastest lap: Les Nash (1.0 Sunbeam Imp), 1 m 49.8 s, 88.85 mph.

Motoring News/Castrol Sports GT cars and Clubman's formula (10 laps): 1. Jeremy Lord (1.6 Lola-Hart T212), 16 m 00.4 s, 101.58 mph; 2. Lyndon Thorne (1.3 Aldon), 16 m 41.2 s; 3. Frank Aston (1.6 Astra RNR 1), 17 m 13.4 s; 4. Peter Long (1.6 Lola T212), 17 m 24.8 s. Over 1650 cc: 1. John Markey (5.0 Lotus-Gurney/Weslake 30), 88.94 mph; only starter. Fastest lap: Markey, 1 m 33.8 s, 104.01 mph.

1301 cc to 1650 cc: 1. Lord, 101.58 mph; 2. Aston; 3. Long. Fastest lap: Lord, 1 m 33.6 s, 104.23 mph (class record).

Up to 1300 cc: 1. Thorne, 97.44 mph; 2. Mark Cole (1.3 Sturdgeess SL3); 3. Brian Baker (1.3 Lotus 23B). Fastest lap: Thorne, 1 m 37.0 s, 100.58 mph (class record).

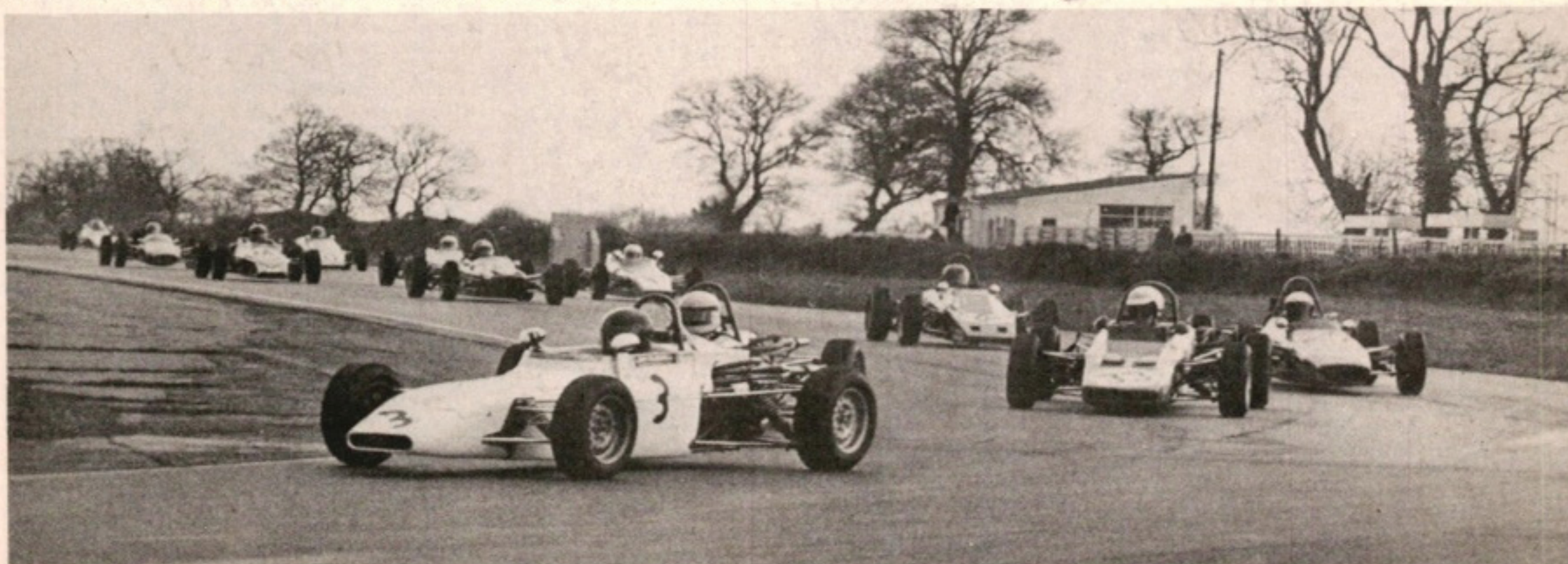
Clubman's Formula: 1. Ian Russell (1.0 Terrier Mk 2), 80.43 mph; no other finishers. Fastest lap: Sid Marler (1.6 Gryphon-Holbay C73), 1 m 40.0 s, 97.56 mph.

Forward Trust Formula 3 round (15 laps): 1. Alan Jones (GRD-Vegantune 373), 23 m 14.6 s, 104.93 mph; 2. Mo Harness (Ensign-Holbay LNF/73), 23 m 22.8 s; 3. Mike Wilds (Ensign-Holbay LNF/73), 23 m 23.2 s; 4. Ian Taylor (March-Holbay 733), 23 m 23.4 s. Fastest lap: Jones and Wilds, 1 m 31.8 s, 106.28 mph.

Forward Trust special saloon car round, 1000 cc to 1300 cc class, part 2 (10 laps): 1. John Watts (1.3 Austin Cooper S), 18 m 31.8 s, 87.75 mph; 2. Ian Richards (1.3 Morris Cooper S), 18 m 51.4 s; 3. Nicholas Wattiez (1.3 Austin Cooper S), 18 m 52 s; 4. Robert Garrett (1.3 Ford Anglia), 19 m 27.4 s. Fastest lap: Watts, 1 m 49.4 s, 89.18 mph.

Up to 850 cc class: 1. Graham Boulton (850 Morris Mini), 82.72 mph; 2. Peter Crouch (850 BL Mini); 3. Peter Day (850 Austin Mini). Fastest lap: Boulton, 1 m 55.6 s, 84.39 mph.

Formula Ford (10 laps): Patrick Neve (Merlyn-Scholar Mk 24), 16 m 59.4 s, 95.70 mph; 2. Tony Rouff (Merlyn-Vegantune Mk 20A), 17 m 10.4 s; 3. Matthew Argenti (Merlyn-Scholar Mk 24), 17 m 10.4 s; 4. Glenn Eagling (Lotus-Bectune 61), 17 m 34.6 s. Fastest lap: Neve, 1 m 40.6 s, 96.98 mph.





# SPORTS EXTRA

## SANTA POD

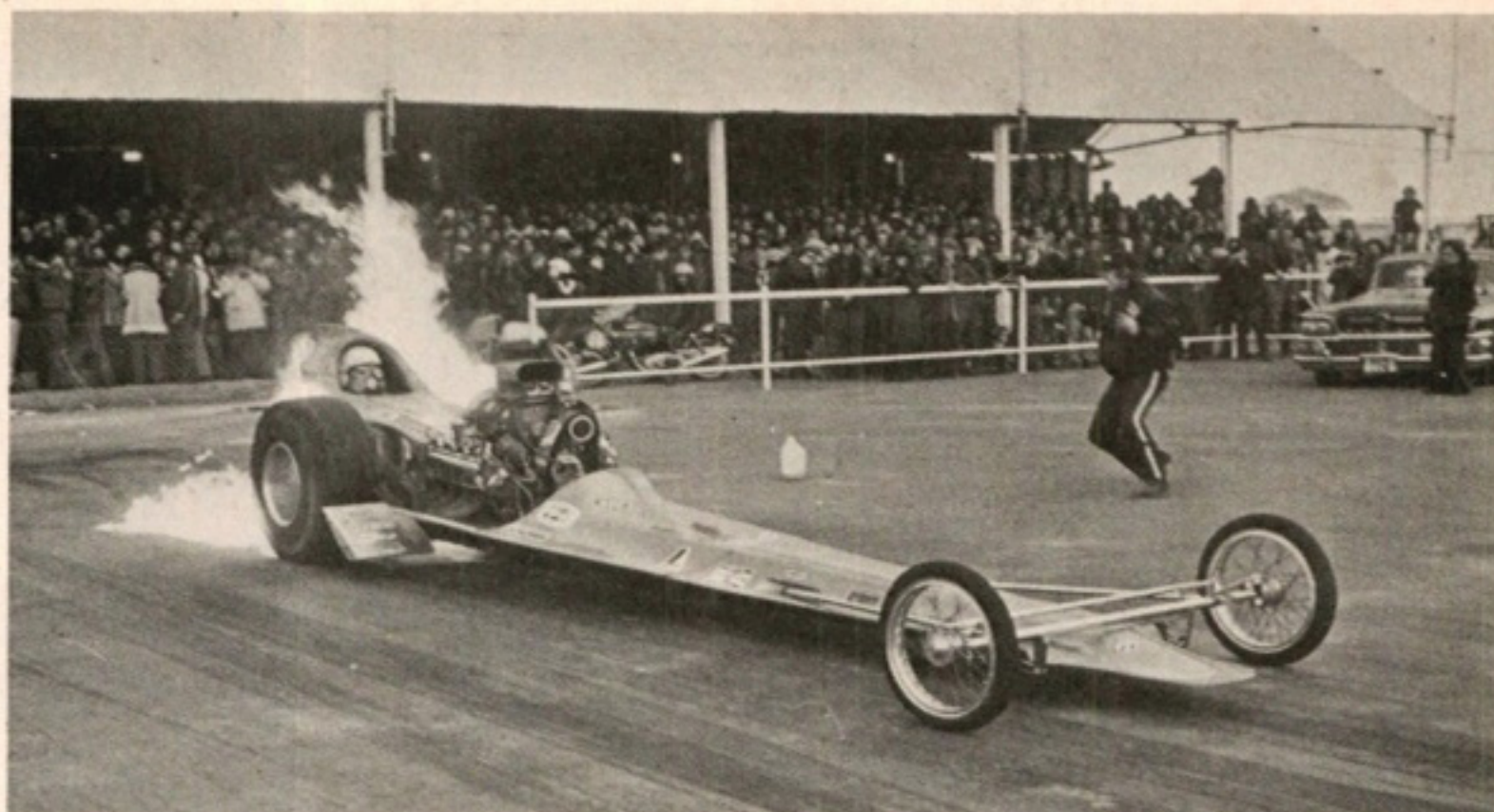
### Priddle stars at damp opener

The drag season's first meet was somewhat dampened by intermittent showers and a cold, biting wind that made conditions tricky for the faster cars and bikes. Star of the meeting was again Dennis Priddle, who elected to run his old car rather than the new one for this first event, and showed he had lost none of his skill by running a strong 7 s in qualifying. This was in the face of the difficulties of the weather, and he had to fight for control over the strong cross winds before shutting off early. Allan Herridge found the full body of 'Firefly' even more affected by the wind, and shut down to an 8.2 s, a time equalled by Mike Hutcherson in 'Houndog,' its ex-'Firefly' 392 running beautifully and looking well for mid-sevens as the year progresses.

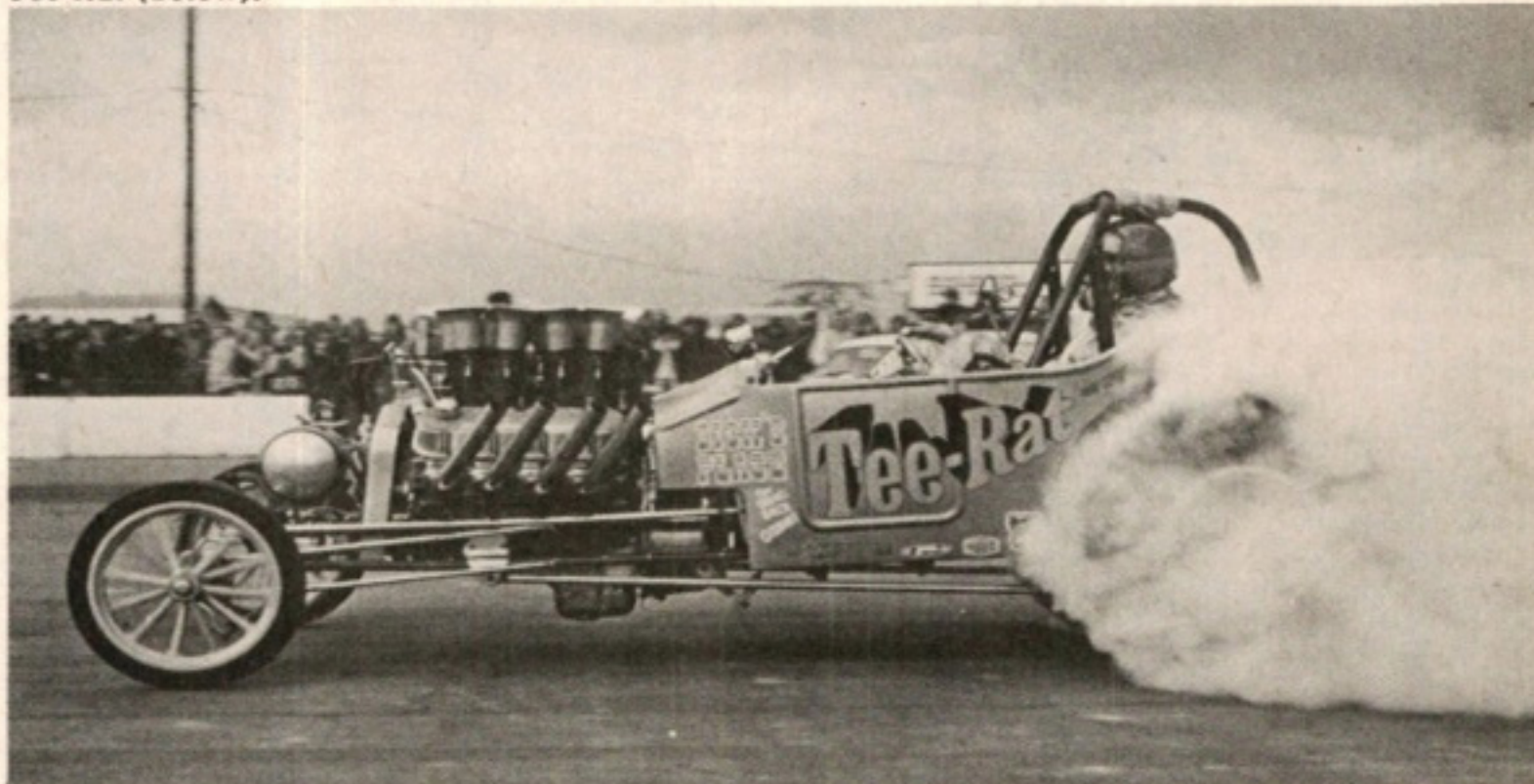
In the first round of the elimination, Dennis took a bye run at 7.4 s, whilst Herridge lost fire in 'Firefly,' leaving Hutcherson an easy 9.02 s win. The final made a pleasant change as the newly painted Houndog lined up alongside Priddle's 208 car, the first time it has been other than Skilton or Herridge for some time. The power of Priddle's 392 was evident all the way as he demonstrated how elapsed times are made on the line with a smooth 6.96 s, again shutting off well short to a low 176 mph terminal. Hutcherson kept in it to an 8.7 s, also letting off before the finish.

Most of the other classes suffered from various teething troubles from the new cars, but Dave Stone again showed that he is the man to beat in an altered, qualifying with a 9 s in 'Tee-Rat,' and running an 8.9 s against Colin Mullen's 'Invader,' which was off-form at 12.3 s. Phil Elson lost oil pressure in his big altered when the pick-up broke in the sump whilst firing up, letting Dave Braysher through to the final in his Ford powered 'T.' With a slightly damp track, his lower-powered car might have been expected to have an advantage, but Dave Stone poured it on as usual, controlling the car with full opposite lock as he came off the line to a fantastic 8.8 s at 164 mph.

The first round of the STP Pro-Stock championship was frankly a disappointment, with Goggin and Harvie absent, and troubles affecting the other three cars. Tony Dickson took delivery of his new engine at midnight on Friday, and after working all night through to Saturday and getting a few minutes running on the engine, had to strip it down to change the valve springs from the soft bedding-in ones to the full performance ones. With only one gentle run on the new engine, he was not going to push too hard. Kevin Pilling, in his nicely resprayed 'Satans Toy' was in a similar condition, although his Weslake headed 440 had a bit more time on it, whilst Pete Crane started off with a burst hydraulic throttle, then lost third gear. The first pair to run were Pilling and Dickson, and luck was on Tony's side, as, still taking it easy, Kevin's gearbox broke on the line, whilst Pete Crane, perhaps suffering from a touch of nerves at his first competition run, red-lit on his bye, handing it to the Duckhams Camaro with another gentle



Allan Herridge's Firefly blasts away from the line (above). Dave Stone's Competition Altered Tee-Rat (below).



pass.

If the Pro field was a disappointment, the Top one certainly wasn't, as a 10 car elimination battled it out. Favourite Mike Yun (Corvette) went out in the first run with a red light to Pete Andrews' Firebird, while others through included Ivan Fryer (Mustang), Ray Edmundson (Firebird), and Bob Oram in his fast E-Type. Fryer shut down A-Dorens' Corvette with a 14.08 s, Edmundson went out with a red-light to Derek Hunts' Mustang at 15.04 s, and Oram came through with a bye to beat Hunt's Mustang in the semi-final, 14.13 s to 14.81 s. Fryer put out Ledsters' Mustang with a 14.2 s and in the final put up his best ever time of 13.9 s to go down to Oram, who pulled out all the stops to record one of his more normal 13.3 s clockings, prov-

ing that he could well be the dark horse of the class if he can turn consistent thirteens against the heavier metal. A promising start then, for what looks like becoming a well-subscribed championship.

By Easter, most of the newer cars will be ready and sorted out, and this weekend the NDRC hold their first event of the year at Swindon, and already entered are the two Skilton cars, his own new rear engine American built car, and a totally rebuilt 'Revolution Three,' now running under the 'Hillbillies' banner with Accles and Pollock backing. Phil Elson and Fred Whittle hope to be there, whilst Tony Dickson will be looking for a repeat victory over Gary Goggin, Keith Harvie and Pilling and Crane if they are repaired in time.

Off the line go the Ison Brothers' Wild Honey and Monday's Optimist. Both are Jaguar engined.





Brian Hough driving the works 5.4-litre TVR Tuscan showed that there's no substitute for cubic inches around Silverstone in a Modified Sports Car race by taking an unopposed win in the second round of the Blue Circle Championship. John "Plastic" Pearson's XK120 was never far behind in second place but the surprises came in the class wins when John Evans (Ark Racing Elan) beat the previously invincible Jon Fletcher and John Kerswill took the 3-litre class in his TVR Tuscan beating Ed Stephens' ex-Hough similar car. Roger Cowdry won the 1150 cc class in his old Ginetta G4. The other major championship being contested was the Britax G1 affair which was split into two races. Class wins in G1 have, unfortunately, become a trifle predictable and the honours were taken by Roger Bell (BMW 3.0 Si), Bernard Unett (Hillman Hunter GLS), Ivan Dutton (Escort Mexico) and Tony Lanfranchi (Moskvich 412). This in no way detracts from the enjoyment, however, as the thrills and spills kept the fair sized crowd highly amused.

Modsports opened the day and a quick glance at the grid was enough to confirm that following the winter's confusion and disagreement over the category the competitors have rallied round and are now producing fine, varied and high-class fields. Last week we speculated whether the Elans would challenge the heavy metal at Silverstone but despite the timekeepers awarding Richard Jenvey (1.3 MG Midget) pole position with a 1 m 03.0 s ("... it was only a 1 m 06.0 s," protested Richard!) Brian Hough was quickest all through the meeting. John Pearson got his incredible "XK120" well screwed up and only lost 4.4 s on the Richardson motivated Hough through the race, but could not really challenge the TVR. As previously mentioned John Evans had no trouble with the 2-litre class showing that Ark racing have built a well sorted and very attractive car. Jon Fletcher tried like mad to keep up and indulged in a spin at Woodcote which Chris White (4.7 Tuscan) did well to avoid. Fletcher recovered to take fourth ahead of White's rough sounding and smokey TVR. Dice of the race was between John Kerswill and Ed Stephens in 3-litre Tuscans. Kerswill powered past Stephens on the last lap to take this class despite fading brakes. After Jenvey's retirement with a split fuel tank the first Spridget home was Bob Neville's 1300 which just held off Andy Bailey's 1150. Bailey took second in class to Cowdry's Ginetta.

Although no championship points were at stake the BARC amassed a field of Formula Fords for a typically close Silverstone dice. After a leisurely start it was Keith Fletcher's Royale RP16 entered by WRA Engineering which forged to the front and pulled out a six second lead over his battling adversaries. The battle for second place kept everyone on their toes as David Heale (Dulon LD9), Colin Emery (MRE 73F) and Irishman Alo Lawlor (Royale RP16) fought a furiously close battle. Eventually Lawlor touched Emery at Becketts and gyrated without losing a place leaving Emery to nip past Heale in a well judged manoeuvre on the last lap. Equally close for fifth place were Steve Tipping (Royale RP3) and Tim Rathmell (Titan Mk 6) who finished side by side.

The Britax Saloons were split into two races, the first for the up to £800 and £1050 to £1500 classes. The rumour that it's all a fiddle so that Lanfranchi gets two drives was officially denied! Bernard Unett showed all how a G1 car really ought to be driven and led into Copse for the first time and that was the last any other competitor saw of him as he pulled away to a convincing win. As the field poured through Woodcote for the first time Peter Slade's Firenza had a frightening roll which also involved Jeff Heselwood's Mexico. Heselwood was able to continue for a lap and Slade only suffered a bump on the head and a severe shaking. Some of the discipline under the yellow flag in ensuing laps left a lot to be desired while the dicing continued. Denis Thorne (Firenza) and Derek Wileman's

## SILVERSTONE

# Hough untouchable



Hazlewood's Daf leads Strawson's Falcon and Hill's Boss Capri through Woodcote.

Mexico fought very hard in the later stages of the race, the Firenza just winning despite Wileman's big effort on the last lap. Earlier Derrick Brunt (Firenza) had also dived with these two but spun at Becketts although he fought his way back up to fourth. As seems inevitable Tony Lanfranchi was the easy winner of the small class.

For a while it almost looked as if Tony Hazlewood (Daf-Rover 55) was going to beat Mick Hill's Boss Capri for a special saloon win but after tailing him for five laps Mick slipped by and pulled away to his 62nd win with the car and broke his two-week-old lap



Both winners: Bernard Unett (left) and Brian Hough (right).

record in the process. Tony Strawson had held second place for one lap but was unable to keep up with the two leaders and settled for a comfortable third in the Falcon. In a race which had few dices, except for the lead, Eric Cook's demon Cooper S, Trevor Cook's Anglia and Mike Odell's rapid Imp took the class wins. The only nasty incident of the race was when Gerald Kemp in the ex-Merfield Fraud Cortina hit the marshals post at Becketts.

The qualifying round for the Volkswagen

Formula Super Vee Silver Cup can only be described as abysmal. A mere seven cars came to the grid and John Morrison's "Supernova" Tui was so superior to the other runners it was really a non event. Morrison who is the M of M & S, who operate from Goodwood, led all the way in the brand new car which is destined for the United States. Derek Worthington's Royale RP6 held second place early on but spun his chances away on lap six. This left Derek Cook (Hawke) to take second place from Peter Munro (Royale) and Mike Tobitt's Lola T250. A shower late in the race caught almost everyone out as the track became very treacherous resulting in a number of moments.

With the track now pretty wet and greasy the remaining two G1 classes came out to close the day's racing. Gordon Spice had the Wisharts Garage Capri on pole and led for the first lap until demoted by Lanfranchi whose BMW was apparently down on power. Lanfranchi later lost all but third gear and dropped to third place as Roger Bell's similar car running on a mixture of Michelins and Pirellis fought past Spice to the front. These three with the Capris of John Brindley and John Hanson continued to battle very closely eventually finishing with just seven seconds separating the five of them. Les Leston had been carving his way up the field and into touch with these leaders until he lost the tread from one of his rear tyres and had to quit after a sideways moment. Ivan Dutton's Escort Sport took the smaller class but Alan Foster was doing remarkably well with his 1.8 Marina and finished a mere 1.8 s in arrears which surprised a few Marina knockers. For his efforts Bell was awarded the KMS Driver of the Day Award.

PETER RICHINGS

Blue Circle Modified Sports Car Championship round (10 laps), overall: 1, Brian Hough (5.4 TVR Tuscan), 10 m 39.0 s, 90.59 mph; 2, John Pearson (3.8 Jaguar XK120), 10 m 43.4 s; 3, John Evans (1.6 Lotus Elan), 10 m 50.2 s; 4, Jon Fletcher (1.8 Lotus Elan), 11 m 09.4 s.

Up to 1150 cc class: 1, Roger Cowdry (1.1 Ginetta G4), 10 m 42.2 s, 81.13 mph (9 laps); 2, Andy Bailey (1.1 Austin Healey Sprite); 3, Barrie Muttlow (1.1 Austin Healey Sprite). Fastest lap: Cowdry, 1 m 09.4 s, 83.41 mph.

1151-2000 cc class: 1, Evans, 89.03 mph; 2, Fletcher; 3, Peter King (1.6 Lotus Elan). Fastest lap: Fletcher, 1 m 03.6 s, 91.02 mph.

2001-3000 cc class: 1, John Kerswill (3.0 TVR Tuscan), 11 m 31.8 s, 83.68 mph; 2, Ed Stephens (3.0 TVR Tuscan); 3, Syd Segal (3.0 Austin Healey). Fastest lap: Kerswill, 1 m 07.0 s, 86.40 mph.

Over 3000 cc class: 1, Hough; 2, Pearson; 3, Chris White (4.7 TVR Tuscan). Fastest lap: Hough, 1 m 02.8 s, 92.18 mph.

Formula Ford (10 laps): 1, Keith Fletcher (Royale WRA RP16), 11 m 05.2 s, 87.02 mph; 2, Colin Emery (MRE-JDM 73F), 11 m 12.0 s; 3, David Heale (Dulon-Rowland LD9), 11 m 12.4 s; 4, Alo Lawlor (Royale-Vegantune RP16), 11 m 19.8 s; 5, Steve Tipping (Royale-Piper RP3A), 11 m 25.2 s; 6, Tim Rathmell (Titan-Rowland Mk 6), 11 m 25.6 s. Fastest lap: Fletcher, 1 m 05.4 s, 88.51 mph.

Britax Production Saloon Race "A" (10 laps). Overall and £1050 to £1500 class: 1, Bernard Unett (1.7 Hillman Hunter GLS), 13 m 03.8 s, 73.86 mph; 2, Dennis Thorne (2.3 Vauxhall Firenza), 13 m 17.6 s; 3, Derek Wileman (1.6 Ford Escort Mexico), 13 m 18.05 s; 4, Derrick Brunt (2.3 Vauxhall Firenza), 13 m 29.8 s. Fastest lap: Unett, 1 m 17.2 s, 74.98 mph.

Up to £800 class: 1, Tony Lanfranchi (1.5 Moskvich 412), 13 m 48.0 s, 62.92 mph (9 laps); 2, Eric Horsfield

(1.5 Moskvich 412); 3, John Worton (1.0 BL Mini). Fastest lap: Lanfranchi, 1 m 29.4 s, 64.75 mph.

Special Saloons (10 laps), overall and over 1300 cc class: 1, Mick Hill (4.7 Ford Capri), 10 m 41.8 s, 90.20 mph; 2, Tony Hazlewood (4.3 Daf 55), 10 m 48.2 s; 3, Tony Strawson (4.7 Ford Falcon), 11 m 14.6 s; 4, Colin James (3.0 Ford Escort), 11 m 41.2 s. Fastest lap: Hill, 1 m 00.6 s, 95.52 mph (record).

1001-1300 cc class: 1, Eric Cook (1.3 Cooper S), 10 m 43.0 s, 81.03 mph (9 laps); no other finishers. Fastest lap: Cook, 1 m 09.4 s, 83.41 mph.

851-1000 cc class: 1, Trevor Cook (1.0 Ford Anglia), 10 m 57.6 s, 79.23 mph (9 laps); 2, Mike Kirby (1.0 Hillman Imp); 3, Alistair McHardy (1.0 Hillman Imp). Fastest lap: Cook, 1 m 12.0 s, 80.4 mph.

Up to 850 cc class: 1, Mike Odell (850 Hillman Imp), 11 m 21.0 s, 76.50 mph (9 laps); 2, Reg Ward (850 Mini); 3, Nick Holland (850 Hillman Imp). Fastest lap: Odell, 1 m 14.2 s, 78.02 mph.

Volkswagen Silver Cup Super Vee (10 laps): 1, John Morrison (Supernova Tui-Broadspeed), 11 m 22.8 s, 84.78 mph; 2, Derek Cook (Hawke), 11 m 35.05 s; 3, Peter Munro (Royale), 11 m 38.0 s; 4, Mike Tobitt (Lola T250), 11 m 54.6 s; 5, Derek Worthington (Royale RP9), 12 m 07.6 s; 6, Fred Saunders (Royale), 12 m 14.2 s. Fastest lap: Morrison, 1 m 03.6 s, 91.02 mph.

Britax Production Saloon Race "B" (10 laps). Overall and over £1500 class: 1, Roger Bell (3.0 BMW Si), 12 m 53.0 s, 74.89 mph; 2, Gordon Spice (3.0 Ford Capri), 12 m 57.4 s; 3, Tony Lanfranchi (3.0 BMW Si), 12 m 58.2 s; 4, John Brindley (3.0 Ford Capri), 12 m 59.4 s. Fastest lap: Bell and Jim Edwards (3.0 Ford Capri), 1 m 14.6 s, 77.60 mph.

£801 to £1050 class: 1, Ivan Dutton (1.3 Ford Escort), 13 m 03.6 s, 66.49 mph (9 laps); 2, Alan Foster (1.8 Morris Marina); 3, Keith Wallace (1.3 Simca Rallye). Fastest lap: Dutton, Foster and Wallace, 1 m 24.6 s, 68.26 mph.



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# SPORTS EXTRA

Irishman Frank Hopper completely dominated Sunday's rather wet race meeting at Brands Hatch. Driving his very smart Royale-Vegantune RP16, Hopper just walked away with the heat and the final of the first round of the locally based Townsend Thoresen Formula Ford Challenge. He also came second to Tony Graham Enoch in the ShellSport Mexico race, and he might have won this if he hadn't joined the many spinners at Druids. The BRSCC also tried the experiment in which grid positions were determined by past performances, a difficult job for Peter Jopp and his band when there are so many unknown drivers this time of year. However it worked very well.

Forty entries were received for the first round of the Townsend Thoresen Formula Ford Challenge, and so it was split into two 10 lap heats and a 20-lap final, the first 10 finishers from each heat qualifying for a place in the final, as from the start of the second heat onwards the rain fell steadily.

As the flag fell for the start of the first FF heat, Mexican newcomer Roberto Alvarez was already making tracks from the third row to join the front row and so he was docked a minute for his trouble. His Hawke DL10 led handsomely at the end of the first lap, followed by the front row Merlyns of Don Smith and Jorge Koechlin, yet another South American from Lima in Peru. Koechlin was second by lap 2 and when the Mexican had a moment on the damp track at half distance, the Peruvian took the lead and a well judged win. Alvarez was second on the road but 10th in the results. Smith was a lonely third on the road and Freddie Jacks led the big seven-car punch up for the next place.

Frank Hopper was in devastating form in the second heat which was run in pouring rain, and at least half the field spun at some stage, Druids especially keeping the flag marshals busy. Half a lap behind the bearded Irishman came Rob Wicken's Merlyn who had an equally lonely race ahead of Wil Arif (Merlyn) who inherited third place when Len Fletcher spun his Merlyn at Clearways at half distance. However, Arif was chased to the line by northerner David MacPherson in another Merlyn.

Again Hopper had it all his own way in the final which was over 20 laps, really revelling in the wet conditions, and again Wicken gave vain chase in second place. Koechlin was third initially but obviously wasn't too happy with wet weather racing and he fell to sixth place before spinning



Ed Reeve's Midget leads out of Druids while Charles Ivey spins.

## BRANDS HATCH

# Hopper take-over

into the sleepers at Bottom bend with a couple of laps to go. Druids once again was a photographer's paradise with cars spinning on almost every lap. Arif suddenly caught MacPherson with two laps to go and finished a good third both cars being given the same race time by the automatic timing machine which was taking the place of the time-keepers. These four were the only cars to complete the full distance.

The only other championship race was the first round of the Kent Messenger 1000cc saloon championship, another Kent based contest. Unfortunately, last year's champion John Homewood only did a couple of warming up laps before taking his pole positioned Imp back to the paddock after collecting a puncture. Although he led for the first lap Ray Calcutt's Kent Messenger Imp struggling thereafter in the streaming wet conditions and so it was Ryan Lee's Mini which took over the premier position on the second of the 15 laps and there he stayed, pulling out nearly 10 s over the Imp. Paul Harmer's Cooper S inherited third after Steven Soper's similar car was black flagged on lap five with the rear suspension coming adrift.

Paul's brother Terry went one better by taking his DJ Bond Cooper S to victory in the over 1000cc saloon race even after the addition of a 10 s penalty for a push start, while the poorly supported Modsports race was won by Aussie Charles Ivey in the ex-Sprinkel London-Sydney M Midget. He had time for a 360 spin at Druids on the first lap.

The show finished with an entertaining ShellSport Mexico thrash in which the various

overall and class winners took part plus "guests" Clive Jacobs from the BBC, former Daily Mail "Star of Tomorrow" Tony Graham Enoch and our very own Barry Foley, who made a right April Fool of himself by bashing in front and rear corners after being collected at Druids. C of C Jopp gave all the drivers quite a stern warning before the start, and although they seemed to be driving cautiously, there were many spins on the ice-rink at Druids which will



Brands winners: Hopper (left) and Harmer (right).

result in much panel beating for the Speed International mechanics. Starting from the fourth row Hopper led by the second lap and looked to have the race sewn up until he fell foul at Druids, restarting behind Graham Enoch, Wil Arif and Nick Whiting, although he managed second by the end of 10 breathless laps.

PAUL KING



DEAR MR WEBB AND  
DEAR MR EPSTEIN IT  
WASN'T MY FAULT, YOU SEE  
IT WAS LIKE THIS I WENT  
RUSHING INTO DRUIDS IN GREAT  
STYLE WHEN THIS OTHER SHELL  
SPORT MEXICO DRIVER SPUN IN  
FRONT OF ME AND... O GOD WHAT'S  
THE USE, THEY'LL NEVER BELIEVE ME.

**Townsend Thoresen Formula Ford Challenge Race (heat 1), (10 laps):** 1, Jorge Koechlin (Merlyn Scholar Mk 20A), 10 m 07.9 s, 73.43 mph; 2, Don Smith (Merlyn-Rowland Mk 20A), 10 m 17.3 s; 3, Freddie Jacks (Merlyn-Upture Mk 20A), 10 m 38.6 s; 4, Frank Bradley (Bradley-Brown), 10 m 38.8 s; 5, Ted Whitbourn (Merlyn-Whitbourn Mk 11A), 10 m 39.3 s; 6, Tony Mundy (Jamun-Scholar T3), 10 m 39.7 s.

**Modified Sports Cars up to 1150 cc, 1151 to 2000 cc and 2001 to 3000 cc (10 laps): Overall and 1151 to 2000 cc:** 1, Charles Ivey (1.3 MG Midget), 11 m 43.7 s, 63.44 mph; 2, Edward Reeve (1.3 Austin Healey Sprite), 11 m 54.4 s; 3, Ian Polley (1.8 MGB), 12 m 00.6 s; 4, Nick Ramus (1.6 Lotus-Cosworth Elan), 12 m 02.3 s.

**Up to 1150 cc class:** 1, G. Lilwall (1.1 MG Midget), 59.13 mph; 2, Glenys Atkins (1.1 Austin Healey Sprite); only finishers.

**2001 to 3000 cc class:** 1, John Dudley (3.0 Marcos V6), 59.78 mph only starter.

**Townsend Thoresen Formula Ford Challenge Race (heat 2), (10 laps):** 1, Frank Hopper (Royale-Vegantune RP16), 10 m 34.5 s, 70.35 mph; 2, Rob Wicken (Merlyn-Piper Mk 17A), 11 m 11.3 s; 3, Wil Arif (Merlyn-Scholar Mk 20), 11 m 21 s; 4, David MacPherson (Merlyn-Rowland Mk 11A/17), 11 m 21.1 s; 5, Paul Steeman (Crossle-Scholar 20F), 11 m 32.4 s; 6, Len Fletcher (Merlyn-Scholar Mk 17), 11 m 32.9 s.

**Kent Messenger up to 1000 cc Saloon Challenge (15 laps):** 1, Ryan Lee (1.0 Mini), 16 m 34.5 s, 67.33 mph; 2, Ray Calcutt (1.0 Hillman Imp), 16 m 44 s; 3, Paul Harmer (1.0 Cooper S), 17 m 27.5 s; 4, Keith Shoebridge

(1.0 Hillman Imp), 14 laps; 5, Michael Bond (1.0 Cooper S), 14 laps; 6, Roger Haywood (1.0 Cooper S), 14 laps.

**Townsend Thoresen Formula Ford Challenge Race (final), (20 laps):** 1, Frank Hopper (Royale-Vegantune RP16), 20 m 55.1 s, 71.13 mph; 2, Rob Wicken (Merlyn-Piper Mk 17A), 21 m 37.6 s; 3, Wil Arif (Merlyn-Scholar Mk 20), 21 m 58.7 s; 4, David MacPherson (Merlyn-Rowland Mk 11A/17), 21 m 58.7 s; 5, Brian Songhurst (Royale RP3), 19 laps; 6, Len Fletcher (Merlyn-Scholar Mk 17), 19 laps.

**Saloon Cars up to 850 cc, 851 to 1000 cc, 1001 to 1300 cc and over 1300 cc (10 laps): Overall:** 1, Terry Harmer (1.3 Cooper S), 11 m 42.9 s, 63.51 mph; 2, Nick Whiting (1.6 Ford Escort-FVA), 11 m 45.5 s; 3, Jeff Allam (2.0 Vauxhall Viva GT), 11 m 46.2 s; 4, Colin Folwell (3.0 Ford Capri V6), 11 m 48.9 s.

**Up to 850 cc class:** 1, Joe Lockyer (850 Mini), 57.31 mph; 2, Roger Gill (850 Hillman Imp); 3, A. Lowton-Wilson (850 Mini).

**851 to 1000 cc class:** 1, Bev Steed (1.0 Ford Anglia), 55.34 mph; only starter.

**1001 to 1300 cc class:** 1, Harmer; 2, Brian Hill (1.3 Cooper S); 3, John Riley (1.3 Mini).

**Over 1300 cc class:** 1, Whiting, 63.27 mph; 2, Allam; 3, Folwell.

**ShellSport Cerebrity Mexico race (10 laps):** 1, Tony Graham Enoch, 12 m 23.3 s, 60.06 mph; 2, Frank Hopper, 12 m 25.3 s; 3, Wil Arif, 12 m 29.9 s; 4, Charles Ivey, 12 m 29.9 s; 5, Ray Calcutt, 12 m 32.2 s; 6, Nick Whiting, 12 m 37 s.



# ROAD TEST REVIEW

## SPECIFICATION AND PERFORMANCE DATA

Car tested: Fiat 128 Coupé 1300 SL, price £1,398.40, including tax.

Engine: Four cylinders 86 mm x 55.5 mm (1290 cc); compression ratio 8.9 to 1; 75 bhp (net) at 6600 rpm; belt-driven overhead-camshaft; Weber twin-choke downdraught carburettor.

Transmission: Single dry-plate clutch; four-speed all-synchromesh gearbox with central control, ratios 1.04, 1.45, 2.24, and 3.58 to 1; helical spur gear drive to front wheels.

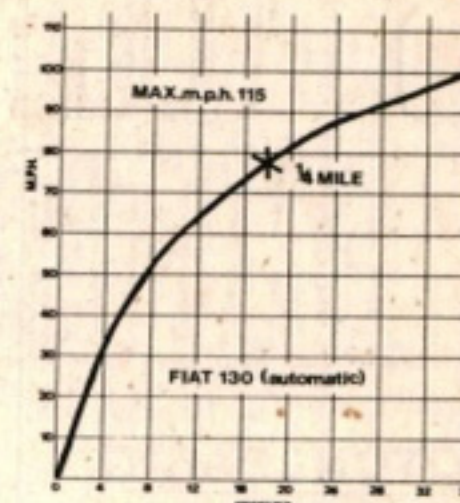
Chassis: Combined steel body and chassis; independent suspension all round by MacPherson struts and lower wishbones with coil springs in front and transverse leaf behind; rack and pinion steering; servo-assisted, disc front and drum rear, brakes; bolt-on disc wheels fitted 145-13 radial ply tyres.

Equipment: 12-volt lighting and starting with alternator; speedometer, rev counter, fuel and temperature gauges; heating, demisting and ventilation system with electrically-heated rear window; flashing direction indicators; reversing lights.

Dimensions: Wheelbase, 7ft 3.5 in; track, 4 ft 4.4 in; overall length, 12 ft 6 in, width, 5 ft 1.5 in; weight, 16 cwt.

Performance: Maximum speed, 100 mph. Speeds in gears: third, 75 mph; second, 50 mph; first, 32 mph. Standing quarter-mile, 17.9. Acceleration: 0-30 mph, 3.4 s; 0-50 mph, 7.7 s; 0-60 mph, 11.0 s; 0-80 mph, 21.1 s.

Fuel consumption: 28 to 34 mpg.



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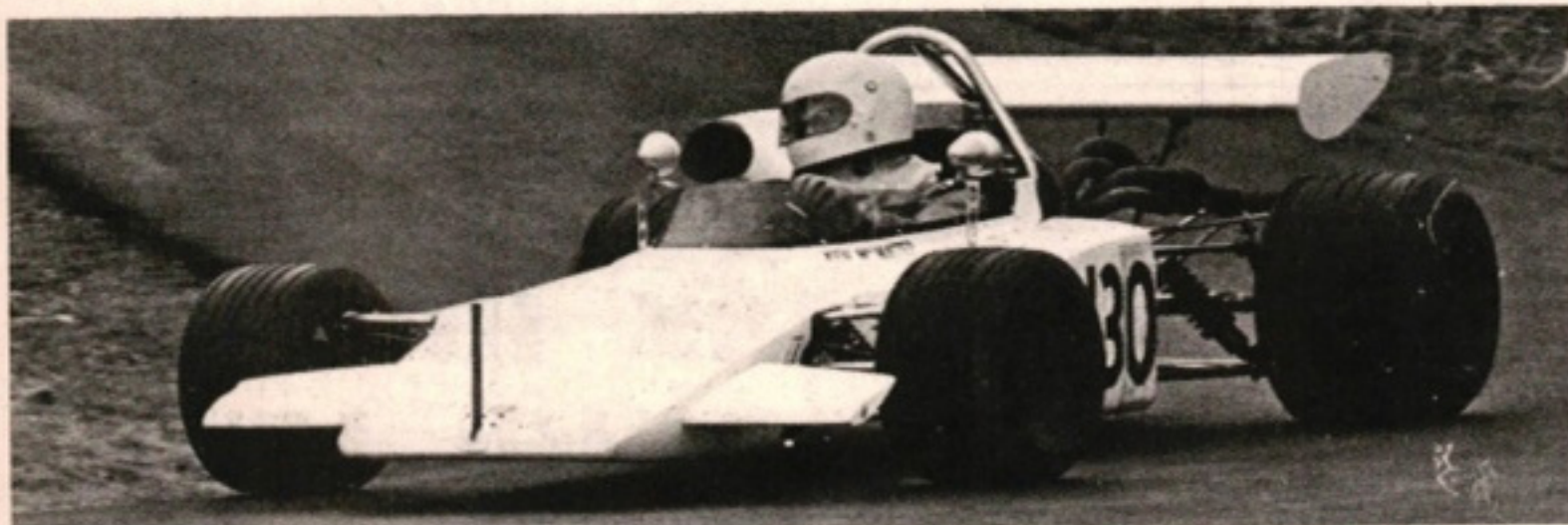
# SPORTS EXTRA

## LOTON PARK

### Surprise win for MacMaster

All right, so it rained and rain often produces freak results but the weather at the first round of the Castrol/BARC championship at Loton Park last Sunday must, in no way, detract from Ken MacMaster's win.

Having tested at Loton a fortnight ago MacMaster was having his first competition in his ex-Tetsu Ikusawa GRD 272 now fitted with a 1600 Hart BDA (the first British hill-climb appearance of a GRD). On his first run he showed he already knows how to drive the car, he was sharing with his wife Di, by handling it neatly and using the power in just the right places. He demolished Mike Hawley's class record and returned a time faster than all the fancied runners. Any chance they thought they had of beating MacMaster on the second runs were lost when the drizzle started and the newly surfaced track became extremely greasy. Incidentally MacMaster's old ex-Voigt Ginetta has been sold to Sandy Hutcheon.



First British hillclimb outing for a GRD resulted in an outright win, driven by Ken MacMaster.

A day which started with much promise somewhat fizzled out. The second runs were held up anyway when Peter Dolan's Austin Cooper demolished some of the timing gear, so with the rain falling and time having run out the Hagley DLCC were forced to cancel the usual Castrol/BARC top 10 runs for those with the best improvement on their bogey times. However a new innovation was to be tried, "top five" runs for the Castrol/BARC BTD award, a similar competition to the RAC championship using only the fastest five at each round and designed to attract the big single seaters. Only one run was got in before the meeting was abandoned and again Ken MacMaster came out on top beating such names as Roy Lane, now using Webers on his McLaren M14, Richard Thwaites, whose engine has been enlarged to 5.8 litres and his McLaren M10B resprayed a darker blue, Tony Griffiths (Brabham BT33) and Chris Cramer (March 723).

The classes provided some good competition with five records falling, the first of which went to Mike Flather who dominated the small touring class with his Cooper S, although having only one run to preserve a damaged engine. A similarly mounted Nicky Porter also took the record in the next class. The small special saloons saw the Mini Clubman of Don Hardman and Dave Chaney to the fore after Dave Abram had rolled his Imp at the top of the hill. The

engine in his Blydenstein Firenza having been rebuilt over the winter by David Hamer of Dews of Halifax, Guyson director, Jim Thompson obliterated his own record and easily led the rest of his class with only Norman Adams (Cooper S) any way near.

Mr and Mrs Kenyon's Sprite again took the small Marque class with Brian the winner and Pat having an off-course excursion on her dry run. Robert Speak's Elan was another record breaker in the next class, taking the lead in the Castrol/BARC series, while William Holt (Morgan +8) took a poorly supported larger class.

There weren't many mod sports and in these two classes there were wins for Russ

Ward's Aldon Sprite and Nigel Pow's familiar Jaguar E. Peter Matthews provided a win for the organising club using his U2 Mk 6B in a well populated clubman's class while Terry Sims in Chris Cramer's old Terrapin was the only starter in the small sports racing class.

The new tweaky BDA in John Stuart's U2 Mk 8B really powered its owner to the top in the U2 dominated 1600 cc class ahead of Alistair Douglas-Osborne's Mk 12. In fact the only non-U2 in this class was the ex-Phil Scragg Lola 212, now acquired by Robert Sunderland, who used to share Tony Bancroft's cars, and fitted with a peaky Richardson FVA tuned by Peter Kaye. Scragg's new machine is the ex-Bancroft 3-litre Chevron-BMW B19 which he used on this occasion to defeat the Chevron B8s of John Cleland and Chippy Stross, the latter now using Reg Phillips' old FVC.

David Franklin continued where he left off

last season with a class win in his very rapid ex-Cavill Huntsman Vixen taking the small single seater class from ex-autocross man Don Robinson, in his ex-Fittipaldi Lotus 69. It was in the next class that the fireworks came from MacMaster, whose gearbox had just been returned from Hewlands, ahead of Geoff Rollason who almost stopped at one point on his dry run to avoid leaving the track and who is still using his Lotus 69 now with FVC trumpets and cams in his Hart FVA. An interesting entry in this class was former McLaren man, trailist Tony Harrison who had only the week before acquired Mike Hawley's Brabham BT35 complete with Hart FVA.

The first ever run by a DFV in a British hillclimb was somewhat of an anti-climax for David Good only got as far as the Triangle before stopping with a fuel blockage on his Ski-Lyncar. Nevertheless, Tony Griffiths kept the Formula 1 flag flying by winning the class with his ex-works Brabham ahead of Lane's McLaren, apparently better now he has abandoned fuel injection. Richard Thwaites' now much modified McLaren M10B beat Cramer's Grünhülle Lager Special (née March) for third spot. Neither Good nor Mike MacDowel (Brabham-Repsol BT36X) really featured while last in this class was Welshman Richard Evans' now very smart, ex-Fred Saunders Crosslé-Rover which failed to complete one run due to clutch slip and the

## Dismal autotest at Fort Dunlop

A long delay to the start, miserable conditions and only eight tests to be performed left some competitors not at all happy after last Sunday's fourth round of the Castrol/BT&RDA Autotest Championship which was staged by MG CC (Midlands) on one of the large car parks at Fort Dunlop.

Forty entries were received for this round and Denis Beare, now getting really switched on with the 1sd in his Sprite, took BTD in 395.2 s, pipping the reigning champion Trevor Smith by a shade more than 3 s. Smith (Sprite), led by 3½ s at half distance and maintained his slender lead until the last test but one when he had to do a double shuffle and Beare seized his opportunity to take the major award and the valuable five points in the championship.

Allan Rayner brought his Midget into third spot on 426.2 s just ahead of Dick Squire (Sprite), but poor Len Gibson fell foul of a mechanical failure early on.

In the bigger engined sports class the 1500 Midget of Alan Clare won the day on 454.6 s, ahead of Andrew Bonar's Elan and in the small saloons John Larkin had a most comfortable and convincing win in his Team Castrol Cooper S taking the class with 419.2 s, no less than 17 s ahead of the rest of the 11 car class. Mike Styles shot up from fourth at half time to second in his Cooper S with Peter Ballance third in his Mini GT.

Tony Hunt had another win, his second in succession, among the larger saloons, beating John Calton (Mexico) by some 9 s. Smith, in his Mexico, totalled 441.8 s and led the class throughout. At half time he had 5 s in hand over Calton and increased this steadily thereafter. Peter Noad, in his 1177 NSU—he is awaiting his two litre VW—had a wrong test again and was never in contention which left Cecil Dickson to come third with his VW.

**BTD:** D. Beare (Sprite), 395.2 s. Class winners: R. Webb (Sprite), 450.0 s; T. Smith (Sprite), 398.6 s; A. Clare (Midget), 454.6 s; J. Larkin (Cooper S), 419.2 s; T. Hunt (Mexico), 441.8 s; P. Lees (MGA), 584.6 s. Ladies: Mrs Margaret Smith (Sprite), 501.2 s. Novice: S. Redsell (Sprite), 519.8 s.

● John Taylor won the first round in the European rallycross championship in Belgium last weekend, driving his Haynes of Maidstone Escort. Taylor finished 7 s ahead of Hugh Wheldon's works-supported Mini, one of two cars Wheldon had on hand at the event. With a rear-engined, rwd Ford DBA-powered Daf, Jan de Rooy finished third, with Austrian autocross champion Franz Wurz fourth in one of several VW Porsches, entered. Neelens' Alpine Renault finished fifth and Stig Blomqvist's works Saab took sixth, while Saab team-mate Per Eklund broke the gearbox. Rod Chapman's Stormont Escort suffered handling problems and Ron Douglas' Escort lost a wheel.

chassis of which will soon be replaced by an F2 one from the same Irish factory.

The next round of the championship takes place next Sunday at Prescott.

IAN WAGSTAFF

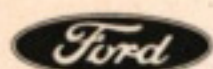
**BTD:** K. MacMaster (1.6 GRD-Hart BDA 272), 56.97 s.

**Class winners:** M. Flather (1.0 Cooper S), 68.20 s; N. Porter (1.3 Cooper S), 65.74 s; D. Hardman (1.0 Mini Clubman), 66.31 s; J. Thompson (2.5 Vauxhall Firenza), 62.90 s; B. Kenyon (1.3 A-H Sprite), 65.86 s; R. Speak (1.6 Lotus Elan), 64.60 s; W. Holt (3.6 Morgan +8), 67.87 s; R. Ward (1.3 A-H Sprite), 66.91 s; N. Pow (4.2 Jaguar E), 65.36 s; P. Matthews (1.6 U2 Mk 6B), 65.38 s; T. Sims (1.3 Terrapin Mk 5 s/r), 72.66 s; J. Stuart (1.6 U2 Mk 8B), 61.32 s; P. Scragg (3.0 Chevron-Alpina BMW B19), 64.25 s; D. Franklin (1.0 Huntsman Vixen-Imp), 61.60 s; G. Rollason (1.6 Lotus-Hart FVA 69), 59.06 s; A. Griffiths (3.0 Brabham-Cosworth DFV BT33), 57.12 s.

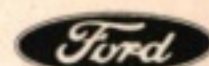
**Castrol/BARC BTD awards:** 1. MacMaster, 65.85 s; 2. R. Lane (5.7 McLaren-Chevrolet M14), 65.95 s; 3. R. Thwaites (5.8 McLaren-Chevrolet M10B), 66.42 s; 4. Griffiths, 66.76 s; 5. C. Cramer (2.0 March-Hart BDA 723), 66.97 s.

**Castrol/BARC championship (after one round):** 1. Speak, 10.00 points; 2. Flather, 10.00; 3. Thompson, 9.40; 4. Porter, 8.82; 5. J. Meredith (1.0 Cooper S), 8.76; 6. MacMaster, 8.42; 7. N. Adams (1.4 Cooper S), 8; 8. Scragg, 8.10; 9. Hardman, 7.93; 10. Kenyon, 7.86. \*new class record.





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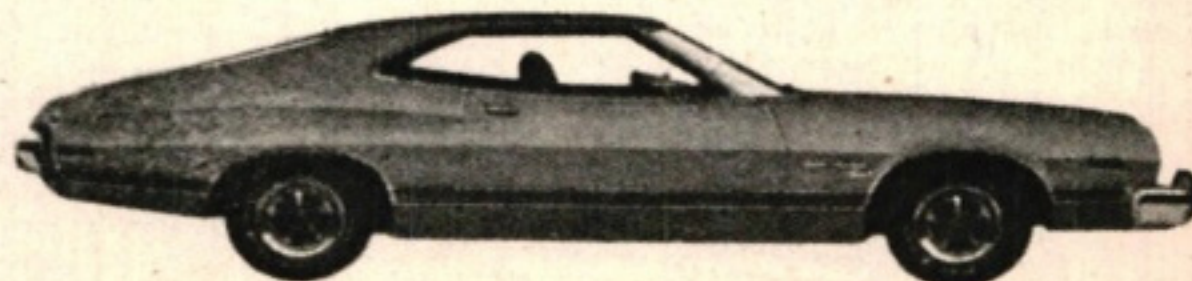
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# SPORTS EXTRA

That allcomers formula racing goes down well at Llandow is now beyond dispute, for it was just such a race which stole the show at Sunday's Welsh Championship season opener at the Welsh track. Len Brammer took seven points for his win in the small saloon race, but it was the drive of Keith Howell in his newly acquired U2 Mk 8B twin cam which was most significant.

## LLANDOW

### Assorted programme

Keith had hardly sat in the car since he went up North to buy it from Mel Roas and was able to spend only one Sunday on preparing it. Nevertheless he powered off the front row to head such notables as Peter Evans (1.6 Access 7X) and Joe Gregory's rapid 1594 twin-cam Escort. For two laps, Howell eased the U2 around, despite fierce challenges from Londoner Evans. A faulty fuel pump foiled the mechanic from Pontypridd and the sophistication of the Access took Evans past him. Howell held on grimly to second to the flag whilst behind him, Freddie Heaney, making a return to racing in the 1293 Cooper (last raced, by Tom Pitcher), was attracting a lot of attention towards himself. Having pronounced the car undrivable in the morning, Heaney was mixing it in such exalted company as that of John Morgan's 3.8 Jaguar and Guy Deddington's injected 5.3 V12 E-Type.

Heaney tried a little too hard on more than one occasion, causing John Morgan to take monumental avoiding action at Devils on the fourth lap. When the flag fell, Evans' Access and Howell's U2 were the only cars on the same lap, Joe Gregory bringing the Escort into third from Heaney, Beddington and Morgan.

The racing, promoted by the SW Centre of the BRSCC, took place under overcast skies which perhaps helped keep the crowd down to moderate proportions. The day had started with John Morgan's 3.8 Jaguar, now with Woolfrace wheels and bigger throttle bodies on the fuel injection, storming to an impressive win over Bernard Richards' 1293 Cooper and Freddie Heaney's similar car in the large saloon race.

As mentioned, Len Brammer took an easy win in the small saloon race and collected seven points towards the Llandow racing championship. His only opposition came from Basil Dagge's Imp and that was very soon taken care of in typical Brammer style. Barry Reece's Mini took a depleted 850 class after stock car queen, Sue Whiteman, made a quick exit in male company on the first lap.

The Formula Ford race counted for the centre's ever-popular annual championship and also for the Llandow FF championship. As was fitting, it was a former champion, Bryan Sharp, who made a lot of running in his Rowland engined Merlyn Mk 24. John Brunner tried, and on occasions succeeded in displacing Sharp but the Rowland in his Merlyn Mk 20A could not outpace the Longman engine of Peter Orlando's Merlyn Mk 20. A spin out at the Bottom had not deterred Orlando and he used the remaining 19 laps to good advantage, towing back and pipping Sharp at the post.

But what of Vernon Davies? Vernon, who



Len Brammer's Mini leads Basil Dagge's Imp while George Constantine spins trying to keep up.

made quite a name for himself at Llandow in years gone by entered for both the Clubman's and the libre race. At Oulton the day before, the crane driver from Baglan damaged the rear axle of the U2 Mk 11B and a poor practice saw him at the rear of the Clubman's/Modsports grid. Adam Bennett led initially in the Clubman's race and had the Aerofan well and truly tweaked as he explored the infinite variety of surfaces that Llandow has to offer. Vernon was going like a glass of Enos though and before very long had Bennett well under control. Bennett fell back into the clutches of the mobile credit card, the Access 7X of Peter Evans and had to settle for third ahead of Peter Cook, returning to racing after a three-year lay-off. Guy Beddington's V12 E-type was the fastest of a bunch of modsports cars which really constituted mobile chicanes.

Vernon was out of luck in the Welsh Championship libre finale, over 15 laps, this time. The pace was set instead by his older car, driven by the said Peter Cook. Even Cook was out of luck, disappearing a couple of tours before the end and leaving the race to Peter White's FF Palliser which had shown well against John Brunner's FF Merlyn and Steve Coen's March 713S. Vernon lasted but half a dozen laps on three cylinders before calling it a day.

**Special Saloons (20 laps). Overall:** 1. John Morgan (3.8 Jaguar Mk II), 13 m 55.6 s, 86.17 mph; 2. Bernard Richards (1.3 Mini Cooper S), 13 m 59.6 s; 3. Freddie Heaney (1.3 Mini Cooper), 14 m 6 s; 4. Phil Jones (1.3 Mini Cooper), 14 m 30.4 s.

**1001 to 1300 cc class:** 1. Richards; 2. Heaney; 3. Jones. **Fastest lap:** Richards, 40.2 s, 89.55 mph.

**Over 1300 cc class:** 1. Morgan; 2. Dave McCloy (1.6 Escort 1.1c); 3. Allan Edwards. **Fastest lap:** Morgan, 40.8 s, 88.24 mph.

**Clubmans and Mod sports (20 laps). Overall and Clubmans 1001-1600 cc:** 1. Vernon Davies (1.6 U2 Mk 11B), 13 m 04.8 s, 91.74 mph; 2. Peter Evans (1.6 Access 7X), 13 m 13.2 s; 3. Adam Bennett (1.6 Aerofan), 13 m 20.4 s; 4. Peter Cook (1.6 U2 Mk II), 13 m 24.4 s. **Fastest lap:** Davies, 35.6 s, 98.36 mph.

**Mod sports, over 2000 cc:** 1. Guy Beddington (5.3 E-type), 82.44 mph; 2. Ken Hubbard (4.7 Tiger). **Fastest lap:** Beddington, 42.2 s, 85.31 mph.

**Mod sports 1151 to 2000 cc:** 1. Bob Dickens (1.6 Lotus Elan), 81.30 mph; 2. Les Hunt (1.3 Elvan Courier); 3. John Northcroft (2.0 Mercos Volvo). **Fastest lap:** Dickens, 42.4 s, 84.91 mph.

**Mod sports up to 1150 cc:** 1. Mike Donovan (1.1 Midget), 78.99 mph. **Fastest lap:** Donovan, 42.4 s, 84.91 mph.

**Special saloons up to 1000 cc (20 laps). 851 to 1000 cc class and overall:** 1. Len Brammer (1.0 Mini Cooper), 14 m 08.0 s, 84.91 mph; 2. Basil Dagge (1.0 Imp), 14 m 29 s; 3. Allan Parfitt (1.0 Mini Cooper), 14 m 45.2 s; 4. George Constantine (1.0 Mini Cooper), 14 laps. **Fastest lap:** Brammer, 41.4 s, 86.96 mph.

**Up to 850 cc class:** 1. Barry Reece (850 Mini), 77.96 mph. **Fastest lap:** Reece, 44.8 s, 80.36 mph.

**Formula Ford (20 laps):** 1. Peter Orlando (Merlyn Longman Mk 20A), 13 m 17 s, 90.34 mph; 2. Bryan Sharp (Merlyn Rowland Mk 24A), 13 m 17.8 s; 3. John Brunner (Merlyn Rowland Mk 20A), 13 m 26 s; 4. Jeremy Rossiter (Dulon Davron LD9), 13 m 34.2 s; 5. John Skinner (Dulon Rowland MP15), 13 m 48.8 s; 6. John Stelling (Elden Scholar/Longman Mk 8A), 13 m 51.6 s. **Fastest lap:** Orlando, 38.0 s, 94.70 mph.

**Allcomers (15 laps):** 1. Peter Evans (Access 7X), 9 m 58.8 s, 90.18 mph; 2. Keith Howell (1.6 U2 Mk 8A), 10 m 27.4 s; 3. Joe Gregory (1.6 Escort), 14 laps; 4. Freddie Heaney (1.3 Mini Cooper), 14 s; 5. Guy Beddington (5.3 Jaguar E), 14; 6. John Morgan (3.8 Jaguar Mk II), 14. **Fastest lap:** Evans, 38.2 s, 94.24 mph.

**Formula libre (15 laps):** 1. Peter White (FF Palliser), 9 m 54.2 s, 90.88 mph; 2. John Brunner (FF Merlyn), 9 m 54.4 s; 3. Steve Coen (1.6 March 713S), 9 m 55.0 s; 4. Sean Ross (FF Dulon), 14 laps; 5. Ken Davies (1.6 Brabham BT18/21C), 14; 6. John Brock (FF Mike), 14. **Fastest lap:** Peter Cook (1.6 U2 Mk II) and Coen, 38.2 s, 94.24 mph.

## Traction problems

Forty competitors arrived for the North Herts centre 750 MC conquest trial at Great Brickhill last Sunday. The course was dry and very dusty and some cars found difficulty in getting a grip on some of the steeper stones.

In the 750 formula section, Colin Sansom's Austin Egg was leading after the first round with Johnson and Murrell close at his heels but by lunchtime John Murrell had established an 8 pt lead over Colin Sansom (85) and Johnson had dropped back to third with 97. During the three afternoon rounds Murrell's Jemell Austin 7 maintained his lead and finished with 164. Dick Lee had a successful afternoon to snatch second place with 168 from Colin Sansom, on 169. Bill Hicks was the only 950 Formula runner and his Trial-master returned 98 points.

In the national trials formula, John Benson had an outstanding lead after the morning's two rounds, having cleared nine of the 12 climbs. He had 17 pts over Hugh Pollard, who was on 39, and both were driving the Jabford and passengering for each other as Hugh had just acquired the car from John. Their nearest rivals were Denton (45), Phillis (47) and Wren (48).

As the afternoon progressed, Pollard became more familiar with the Jabford and took the lead at the end of the fourth round and it was only because Benson went completely clear on the last round that he finished the day 5 pts ahead of Pollard (63 to 68) and overall winner. Denton remained in third place with 78 and John Hopkins took fourth place with 95, 1 pt ahead of Wren.

● The Welsh crew of Keith Jenkins and David Mawby won the Stafford & District CC's All Fools rally last weekend, dropping only 5 m on the 180 mile route on maps 107, 108, 116 and 117, from a field of 72 competitors.

Jenkins/Mawby in their Escort led the event almost from the start and at the finish at Barmouth were 3 m ahead of Martin Watson/Geoff Hignet in the Mexico while the Midland crew of John Barker/Harry Taylor were third in their Mexico on 9 m.

Three crews tied on 12 m for the leadership in the experts class and the organisers resolved the tie on smallest engine capacity. This gave M. White/E. Riches (Imp) the class from G. Simms/P. Forrester (Cortina GT) and J. Kendrick-Jones/R. England (Escort RS). Other class winners were G. Jones/C. Evans (RS1600), 16 m and R. Collis/A. Harrison (Hunter), 30 m.

● Special saloon car competitors are urged to remember the silhouette regulations stipulated by the RAC for this class of racing in 1973. At Mallory Park last Sunday, the BRSCC Midland centre excluded three cars (the Minis of Lionel Dickson, Maurice Willson and Roger Matthews), for not complying with the bodywork regulations.





## MOTORING CLUBMAN TONY GRIFFITHS

Tony Griffiths, managing director of a thriving Ford dealership in Kidderminster, is one of the most unpretentious characters in the world of hill climbing. He's been in or around the sport since 1956, when his career began with a Mark 2 Zephyr, but he only wants "to finish in the top three in the RAC Hill Climb Championship; I don't really think I can ever win the championship."

It was because he has been connected with the motor trade ever since he left Wrekin College that Tony took up hill climbing. "In those days hill climbing was the only motor sport I could go into which took place on Sundays—I couldn't do anything on a Saturday for business reasons."

After winning his class with the Zephyr at a club meeting at Shelsley Walsh, Griffiths dabbled briefly for the rest of the season and then left the scene until 1961 when he had an MGA. One of the first soft top E-types followed in 1962 and with this he took the Junior Hill Climb and Sprint Championship.

Tony moved into the single seater racing car class in 1963 with a Lotus 18 which he kept for six months which was quickly disposed of when along came the chance for a 2½-litre ex-works BRM. He campaigned with this car for a couple of seasons, 1964 producing his best ever placing in the RAC

Championship where he took fourth spot. In 1965 he finished fifth.

So to 1966 and not a very happy time with the Felday with its 4.7-litre V8 engine and two speed Hewland box. His first Brabham, a BT21A, with a twin-cam motor was his mount in '67 and '68 and in 1969 he shared with the late Martin Brain a 7-litre Cooper and he also ran occasionally in a Cooper-BRM. The marque Brabham again provided his mount for '69, this time the BT29X and "my most entertaining mount" the Brabham BT35X came along for the last two seasons.

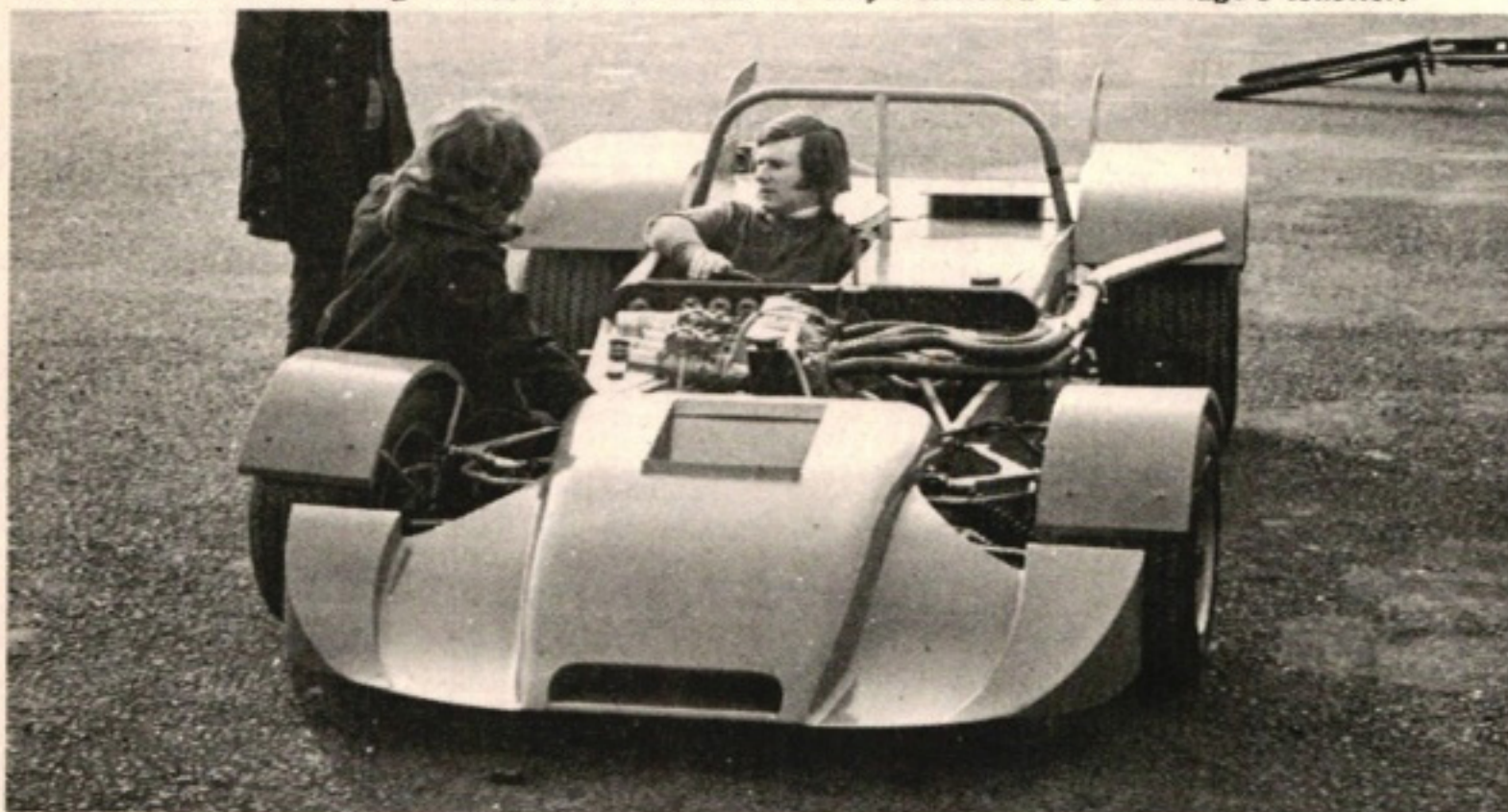
Although from Kidderminster Motors Ltd of which he is managing director and which he purchased along with his father Donald, four years ago, Tony Griffiths spends a considerable chunk of his spare time in the Territorial Army. He joined the TA after National Service in the South Staffs Regt in Egypt and Cyprus and later this year it will be Lt Col A. Griffiths TA, Officer Commanding a TA Battalion.

The family home is at Hanbury, near Droitwich, and bachelor Tony has a twin sister and an elder brother who's a doctor. His main clubs are MAC of which he has been chairman for three years and Kidderminster carclub in which he's Vice President.

Not an engineer, but mechanically minded. Tony pays credit to his two mechanics Roy Pallett and Charles Lashford who kept the BT35X immaculate and who are tendering the Brabham Ford F1 car this year, which took its class and was second at the Castrol/ BARC Loton meeting last Sunday.

A true but retiring sportsman Tony Griffiths might just take an extra odd Saturday off this season. Why? He'd very much like to do a European hill climb meeting and moves are afoot. . . .

New clubman's car being tested at Silverstone recently: Richard Groombridge's Hustler.



● For the second week in succession the weather partially spoilt a sprint meeting at Curborough, last Sunday's event—by Nottingham SCC—being not only wet for the second runs but cold and miserable to boot.

Twelve classes attracted a substantial entry with John Ravenscroft scoring his first win with the Lola T142 with a run of 35 s. Ravenscroft was comfortably ahead of other racing cars in his class, Dave Hartley taking the class in his Brabham BT18 in 38.6 s.

Second BTD, a performance which caused a few blushes, was Alan Wood in his Ginetta G12 which sped round in 36.5 s. Only two other drivers broke 40 s, these being Patrick Walker (Cooper S), who did 38.9 s to win his class and L. D. (Bunny) Kyd in his FTB who did 39.9 s, also to take his class.

**BTD:** J. Ravenscroft (Lola T142), 35 s. Class winners: Penny Dillerstone (Mini), 57.5 s; D. Woodward (Imp), 44.6 s; S. Phillips (Cortina GT), 44 s; M. Fox (Cooper), 43.1 s; P. Walker (Cooper S), 38.9 s; P. Bull (Escort), 40.7 s; T. Gorman (Midgert), 48.1 s; H. Shepherd (Jaguar E), 40.9 s; A. Wood (Ginetta G12), 36.5 s; J. Stonard (Lotus 7), 42.6 s; C. Baxter (Lotus 7), 47.2 s; L. D. Kyd (FTB), 39.9 s; D. Hartley (Brabham BT18), 38.6 s.

● Sheffield Students 4th Rallye Escafeld, sponsored by Crabtree & Nicol, attracted 120 hopefuls to the sponsor's premises for this Peak District restricted. This being the final round of the EMAMC championship, John Lacey/John Chadwick (Escort TC) needed to finish in the first three to clinch the series, but a wayward local driver in Buxton wrote off their chances, so Paul and Ted Bramford won the series by default, to their genuine disappointment.

1. G. Beardmore/M. Phaff (2.3 Fireza), 35.08; 2. R. Thorpe/T. Cork (1.3 Mini), 35.50; 3. G. Hall/R. Scottney (1.3 Cooper S), 37.06; 4. D. McGarry/K. Topp (1.8 Escort TC), 39.36; 5. P. Bramford/E. Bramford (1.6 Mexico), 42.37; 6. L. Chatterall/A. Dodd (1.3 Escort Sport) 46.37.

● Allan Wilkinson's Kleber-shod Allen of Romford Escort Mexico never made the grid for the Castrol production saloon race at Oulton Park on Saturday, after shunting in to the armco at Island Bend in practice.

● New officials at the Aintree CC. The secretary is Dave Leigh; competition secretary is Joyce Holland; treasurer is Lyn Bishton and chairman is Charles Nairn.



## CLUB CAMEO

Certainly in the West Midlands, if not perhaps nationally, Dudley & District Car Club has, in its 15 years existence, built itself a reputation for breeding winners in the production car trial side of motor sport and they climaxed their successes last year when their members all but wiped the board in the BT&RDA awards list for this particular championship.

Such names as Bill Moffatt, Austen Rumney, Alf Williams, Geoff Spencer, Mac and Jean Hazlewood, Mike Harrison, Ken Smithem, and Don Hobbs, to name but a few of the current as well as some of the past, have established the name of Dudley in far-flung places over the past four of five years.

Yet Dudley never set out to achieve fame in this branch. Like so many other clubs its roots sprang to life as a result of a meeting in a pub. This one was the Saracens Head, Dudley, affectionately known as the Napper, and which has, with but a small break, remained the regular headquarters of the club which is in that island of Worcestershire surrounded by Staffordshire.

After its foundation by Brian and Peter Stanton, Jeff Weynon and Brett Ferriday in 1958, the club ran without affiliation for about three years running the then popular Sunday afternoon treasure hunts and sprints. On affiliation and with Austen Rumney beginning his long career as chairman which ended only this week, the club progressed to take in members with an interest in rallying and later circuit racing.

Such rallying names of the 1960s included John Bloxham and Richard Hill, while the club's colours were worn with pride by Ian Mitchell, Tony Deeley and Peter Hawthorne on their racing machinery.

Dudley is not a big club—at its height the club boasted 300-plus members—today the figure hovers around the 200 mark. It has been the expressed view of chairman Rumney that the club is not in motor sport to make money but to provide members with the opportunity of taking part in whatever branch they like.

It's probable that Dudley members' first real taste of the friendly but competitive atmosphere of prod trials was nurtured in 1964 when the club gained sole use of an ideal site within five miles of the hub of the club. Blackbrook, among the pit banks of the coal mine infested Netherton area, attracted crowds of competitors and their entourages and at 7/6d a throw a damn good day's sport could be enjoyed.

The club's stars began to emerge from these regular events and when they began to venture further afield success began to accrue.

Today sprinting is also popular among Dudley members and the club numbers among the most successful in this field in the persons of John Ravenscroft, Herbert Shepherd and Bill Cole. Former autocross funster Roger Wilkinson is president, while the membership secretary is Mrs Janet Derbyshire at Bromsgrove 74762.

● An important agreement was reached in the Red Lion, Little Budworth last Saturday after the Oulton meeting. In between the flowing of ale, Ken Coffey and Ted Worswick have decided to have another crack at the Spa 24 Hours. The partnership has been very successful through reliability in previous years, but a sponsor may be needed for their plans on this year's race.

● Barrie Williams' Ford Escort Mexico in the forthcoming Mexico Challenge series will be sponsored by Kidderminster Motors, Castrol and Bromyard Engineering.



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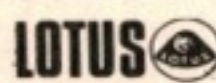
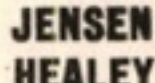
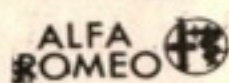
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We should pass on VAT to our customers and this we will have to do. Our spares and parts will have to go up 10% (both new and secondhand) but as a gesture to the principle of low-cost racing we will try to absorb some of the VAT on complete cars or rolling chassis. Take our last week's ad: we will offer the BT28/35 rolling chassis, the M4A, the BT21 and the ex Paul Gaymer Triplex-winning 1293 'S' at last week's price with no VAT. If you twist our arms a bit we might absorb some tax on the Harrison, the 750 and others still in stock. However we must reserve the right to discontinue this offer without notice, when circumstances change.

During the past week we have purchased the ex Peter Boshier-Jones well-known hillclimb-winning Lotus 22. This car is fitted with an almost new Piper/AVJ 1600 crossflow, fully modified Clubmans type engine and a 5-speed LSD Hewland Mk 5 box. The engine would make a good Monoposto lump (for about £320) and if it is sold first we would then sell the rolling chassis and gearbox for about £385. If sold within the next 3 weeks we will absorb all the VAT ourselves and offer the whole car complete for £695.

VAT will handicap the sale of racing cars and it is with that in mind that we have opened a new workshop for race engine rebuilds and general preparation. We specialise in MAE and Twin Cam work and will build you a hillclimb or club racer to be proud of.

Tel: Farnham 6666 (Surrey) or call in at:

**LOW-COST RACING LTD,**

Wrecclesham Road, Farnham, Surrey.

### STOP PRESS

We have just been offered a 1973 Hawke DL10 rolling chassis. This car is the latest model, has only done 3 races from new and has never been shunted or damaged. It is only offered for sale because the owner is forced to postpone a serious Formula Ford season for business reasons. We are open to sensible offers on this rolling chassis but they must be near the new price.

## MUST SELL—BEST OFFER SECURES FORMULA 5000 LEDA

New and unused chassis, cost over £5,000. 12 wheels, wet and dry tyres, bag tanks, aerofoils, dry sump tank, spares, etc. Sell as rolling chassis if required. Engine BRM Z 28 Chevrolet (Team Surtees), DG300 Hewland gearbox with adaptor. Genuine assistance given to purchaser, will part exchange road car or racing car. Prefer F/Atlantic, etc.

Tel: Wickford 3191 for further details and price

**NO TIME WASTERS!**

(54346)

## S.H.A.R.P. RACING

*Wish to congratulate Peter Hale on coming 3rd on his first visit to Oulton Park in only his second public race, driving one of our Royale RP16s with a Scholar engine.*

If you would like to go Formula Ford racing on a race rental basis using only the best equipment contact SHARP RACING at:

**3 Brighton Place, Sussex**

**Tel: (0273) 25348**

We trust the weekend was enjoyable

(54350)



Brabham BT29/35. F/Atlantic. BDA. FT200. Many spare ratios. Set wets/intermediates on wheels. Immaculate. £3200 offers.

**DICK BARKER**

Tel: Standon Rock 412 day; Ashley 2279 after 7 p.m.

(62714)



# RACING AND COMPETITION CARS

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## GERRY MARSHALL OFFERS

The Le Mans Costin Amigo. Fitted with brand new Brian Hart fully modified Vauxhall 2-litre engine, over-drive, limited slip diff, Gravinier system, carbon fibre bodywork. "Motoring News" class winner last outing. A chance to acquire at a realistic price what can only be described as an investment. Any reasonable offer invited, interesting part exchange accepted.

### MARSHALL-WINGFIELD LTD.

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**FORMULA FORD ALEXIS MK 15** rolling chassis just rebuilt. Seat belts, adjustable shock absorbers, chrome suspension. Excellent condition. Less engine and gearbox £350.

**COOPER "S" 1293 RALLYCROSS.** Ex Dave Preece, Lydden Championship winner 1972. Nagspeed engine, 45 DCOE Weber, straight cut transfer gears, close ratios and final drive, LSD, 12in and 10in Minilites, full roll cage and harness. Coil spring beam axle rear suspension (H-F Sprint Team). Very light, functional, reliable car. £495.

**TRADER TRANSPORTER.** Zephyr engine. Long MoT. New tyres. Reliable. £125.

**COOPER "S" engines and gearboxes.** Host of spares also for sale. Try phoning.

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**LOTUS 41.** 7in wheels Firestone Wets £25 pair. Two 6.25-12.50 x 13 Firestone Wets £15.

**ELVA 8in x 13in wheels 6 stud.** Four £35.

**TEL: REDDITCH 65461 (THURSDAY, FRIDAY, SATURDAY DAYTIME) OR 021-453 3155 (ANY TIME DAY OR EVENING).**



For disposal—Graham Hudson's fabulous Cooper Mini—fitted 1330 race tuned engine, 481 DA Weber carb, 12" mag wheels. Has been seen by many enthusiasts on TV and prominent circuits. Ideal for rallycross, auto cross, etc. Part exchanges welcomed.

**£650 o.n.o.**

To view—contact:

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(54362)

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Buying or selling a competition car, let us do it for you. Many cars which don't appear above.

EXPORT ENQUIRES WELCOME

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**BROADSPEED ESCORT 1300** group 2, fuel injection, downdraught head, Hewland 5 speed box, 10in minilites, 3 sets (slicks, intermediates, wets). LSD (5.1-5.3-5.5). Loads of spares. 2nd in class C 1972 RAC saloon car championship ..... £1800

**BMW 2002.** Turbocharged engine giving 250 bhp. 5 speed box, David Wood suspension. Minilites, slicks. New clutch, head, pistons etc. At present at David Woods, Mildenhall, being worked upon ..... £2000

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**DAF 55** group 1, 1969. Sump guard, FIA roll bar, adj shockers, laminated screen, blades and four spots. Very competitive car ..... £400

**1973 MG MIDGET,** reg. Feb 1, 1973. Strengthened bodyshell, Konis, Panhard rod. Full race special tuning, engine straight cut box, LSD, 8 Minilites, Cibie's alternator, etc. Loads of spares ..... £1,250

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(RACED ONCE 10 LAPS)

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Motor racing is our business. Specialising in F/Ford, F/3, F/Atlantic. Race preparations, garaging, circuit transportation, mechanics, entries. We do everything but race the car. Contract or semi-contract basis. Suppliers of all new and used racing spares. Varley batteries and equipment. Fabricators of wishbones, radius rods. Chassis and crash repairs. Lotus and Merlyn our speciality.

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**MARTIN BM9/C**

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**LOTUS 69** with latest type suspension, selling as rolling chassis in F3 or F/Atlantic spec with or without FT200.

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The car specially built for Malcolm Wayne, blue printed engine, special alloy wheels, Goodyear 800S tyres, adjustable shock absorbers, everything to make a super road car for only **£1150.**

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**BARGAIN PRICE £950**

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- Immaculate condition in purple and gold maintained regardless of expense.
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- Limited-slip differential.
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- Rebuilt Bullit gearbox.
- 7½in and 8½in Minilites with Firestone Intermediates.
- Fully trimmed interior—even a padded dashboard!
- Full road equipment for anyone brave enough!

Also available: ● Colour matched trailer.

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## Lincoln MC & CC

## CADWELL PARK

**SUNDAY, 8th APRIL**

## LINCOLN RACE MEETING

(supported by Esso-Uniflo)

Start 2 p.m.

Championship Races

Reliant 750s, Monoposto, Formula Ford  
Saloons, Libre

Admission—Adults 50p. Children 20p

Paddock transfer 35p. Open stands 20p

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## GROUP II ESCORT GT 1300

Rolling chassis c/w gearbox and transmission, front suspension, Broadspeed modified rear suspension Ford AVO. Wheels Minilites 9" and 10" with Dunlop intermediate tyres. Set of wets on 8" and 9" rims. Gearbox Hewland 5-speed, Salisbury LSD in mag alloy casing, various spare diff ratios. Suspension basically Broadspeed. This car has only been raced twice on the Continent and never been shunted. £950 ono.

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Trojan Way,  
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FT 200 GEARBOX  
2 x BRABHAM WHEELS 9" (FRONT)  
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1 x 2000 BDA ALLOY ENGINE

**TOM BELSO**  
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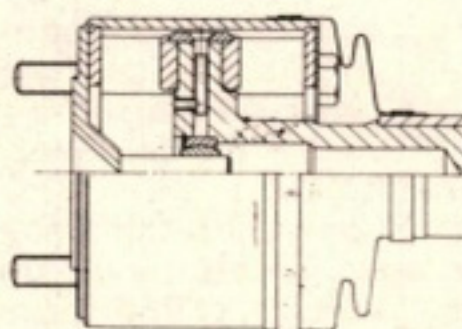
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## MISCELLANEOUS

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NOMEX. Proban and Mechanics JAY Brand racewear, exclusively manufactured in our workshop—made to measure and stock sizes. Please ask for Mrs. Holland, Jaycessories Ltd., Highbury Street, Peterborough PE1 3BH. Tel: 68247/8. (TC)

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FPT OVERALLS NOW AVAILABLE.  
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require racing mechanic for Indianapolis and USAC events. Only very skilled and experienced racing mechanics should apply. Excellent wage and bonus.

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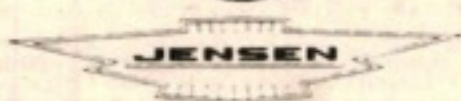
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# DAF 66SL ROAD TEST REVIEW



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Car tested: DAF 66SL 2-door saloon.

Engine: Four cylinders 70 mm x 72 mm (1108 cc). Compression ratio 10 to 1. 55 bph (net) at 5,600 rpm. Pushrod-operated overhead valves. Solex horizontal carburettor.

Transmission: Automatic clutch. Spiral bevel drive to belts on expanding pulleys with centrifugal and vacuum control. Final drive by helical spur gears, differential and driveshafts with constant-velocity joints. Overall ratios 14.22 to 3:60 to 1.

Chassis: Combined steel body and chassis. Independent front suspension by MacPherson strut and torsion bars. Rack and pinion steering gear. De Dion rear axle on semi-elliptic single-leaf rear springs with single radius arm. Dual circuit hydraulic brakes, with front discs and servo on SL model. 155-13 radial-ply tyres on bolt-on disc wheels.

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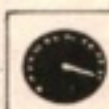
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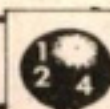
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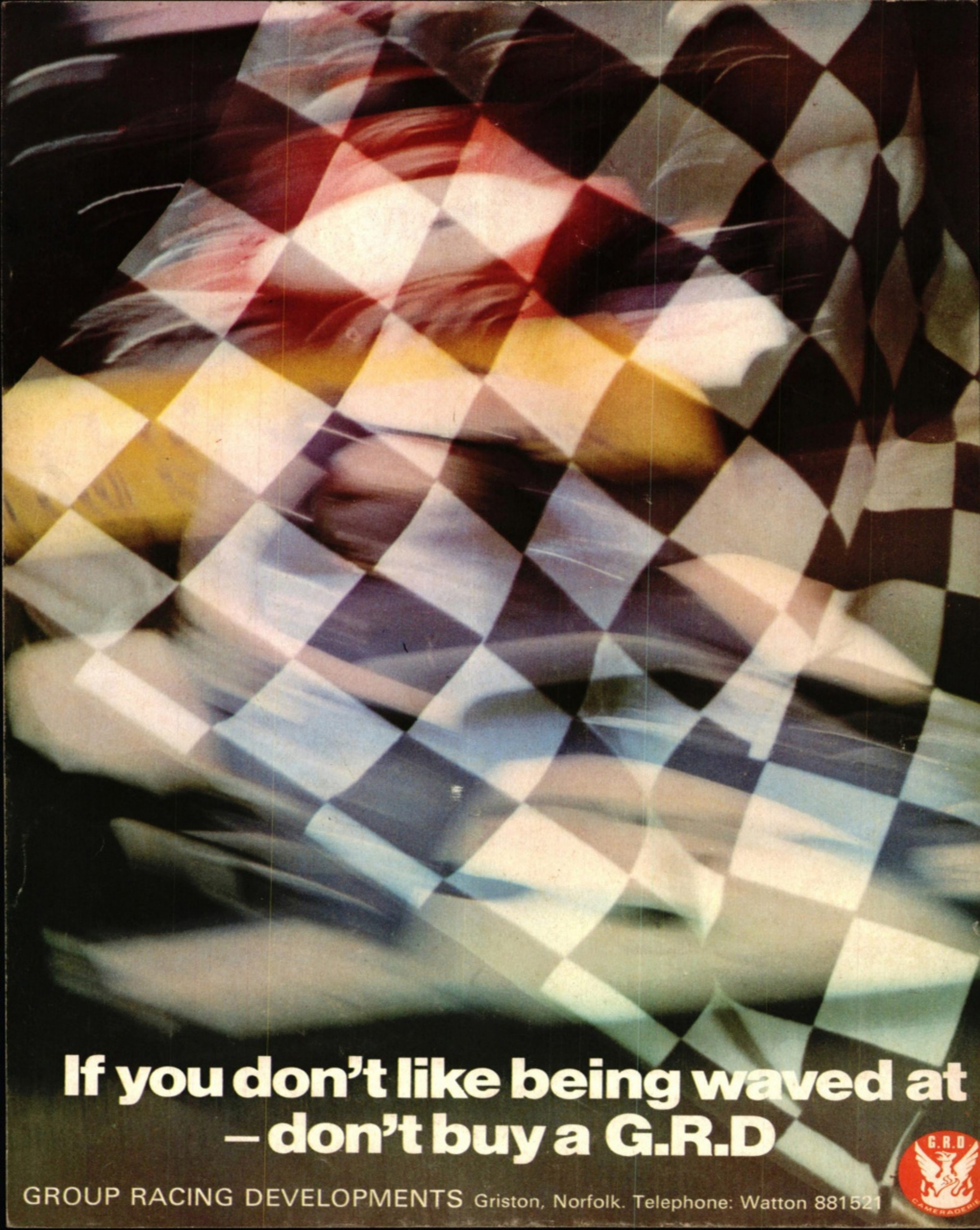


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